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GENERAL PLAN

ENVIRONMENTAL IMPACT REPORT

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CITY OF CALABASAS GENERAL PLAN

FINAL
ENVIRONMENTAL IMPACT REPORT

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September 6, 1995

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I. INTRODUCTION

I. INTRODUCTION

A. PURPOSE

The purpose of this Final Environmental Impact Report (EIR) is to evaluate the environmental impacts of adoption and implementation of the Calabasas General Plan. This EIR is required by the California Environmental Quality Act[1] (CEQA). The Calabasas' General Plan ("proposed project") covers the mandatory seven elements, as well as optional elements described by State law (see Section II, Project Description).[2]

B. CONTACT PERSONS

The project sponsor, or lead agency, is the City of Calabasas, California. The City of Calabasas contracted with the firm of LSA Associates, Inc. to prepare the General Plan and EIR, and conducted an independent review of the Draft EIR prior to its release for public review. Questions regarding the preparation of this report, its assumptions, or its conclusions, should be referred to the following persons:

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26135 Mureau Road
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Attn: Steve Craig, Environmental Coordinator

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Attn: Mr. Lloyd Zola, Project Manager

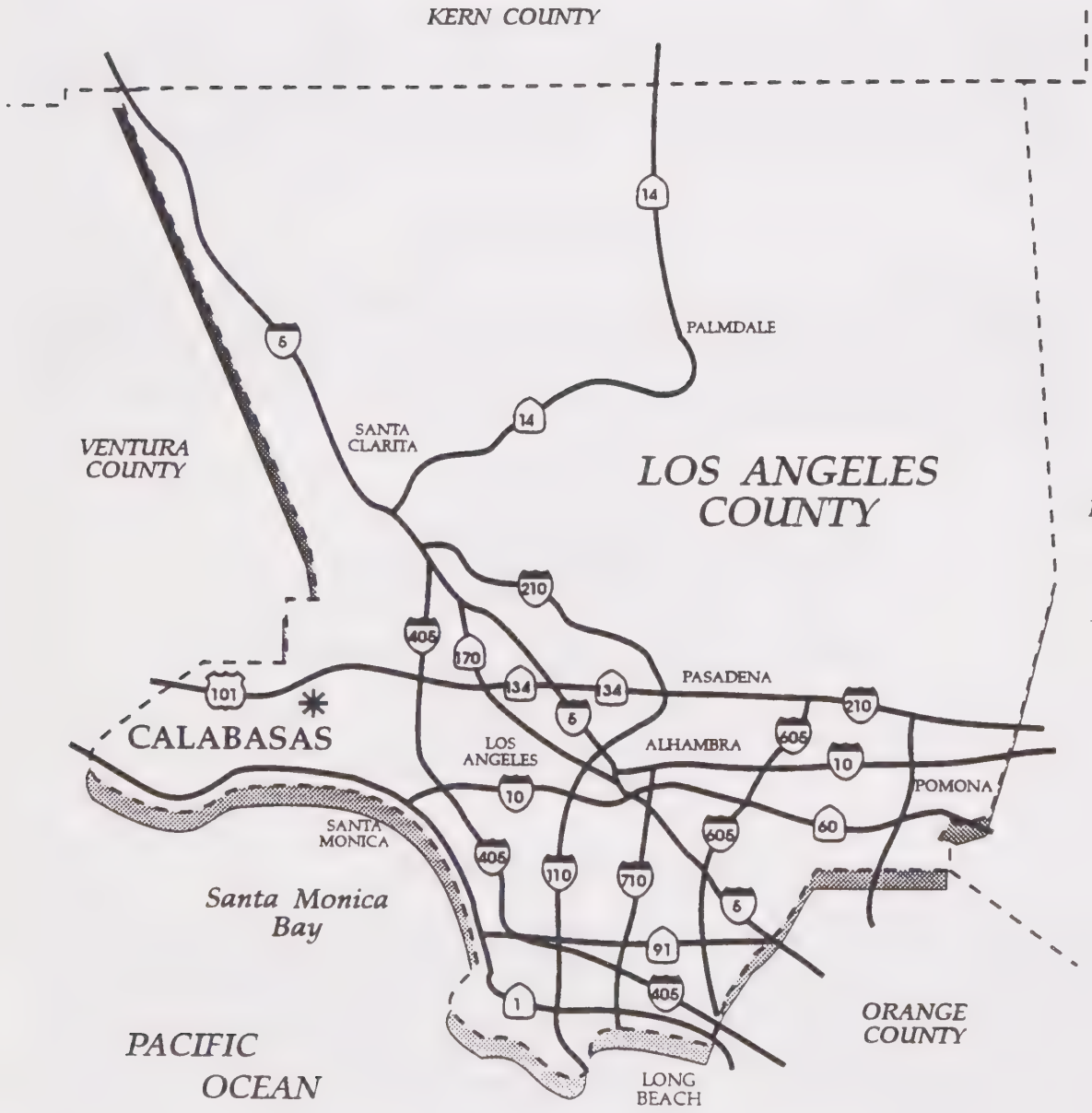
C. PROJECT LOCATION

The City of Calabasas and its General Plan study area are located in the western portion of Los Angeles County, along the heavily traveled Ventura Freeway (US 101). As shown in Figures I-1 and I-2, Calabasas is located approximately 25 miles northwest of downtown Los Angeles between the cities of Agoura Hills and Hidden Hills. To the north, the boundary of the study area is coterminous with the Los Angeles/Ventura County line. As of 1993, the City of Calabasas' incorporated boundaries encompassed approximately 12.9 square miles, or 8,269 acres of land, and had an estimated population of 19,857. In

[1] Public Resources Code, § 21080 *et. seq.*

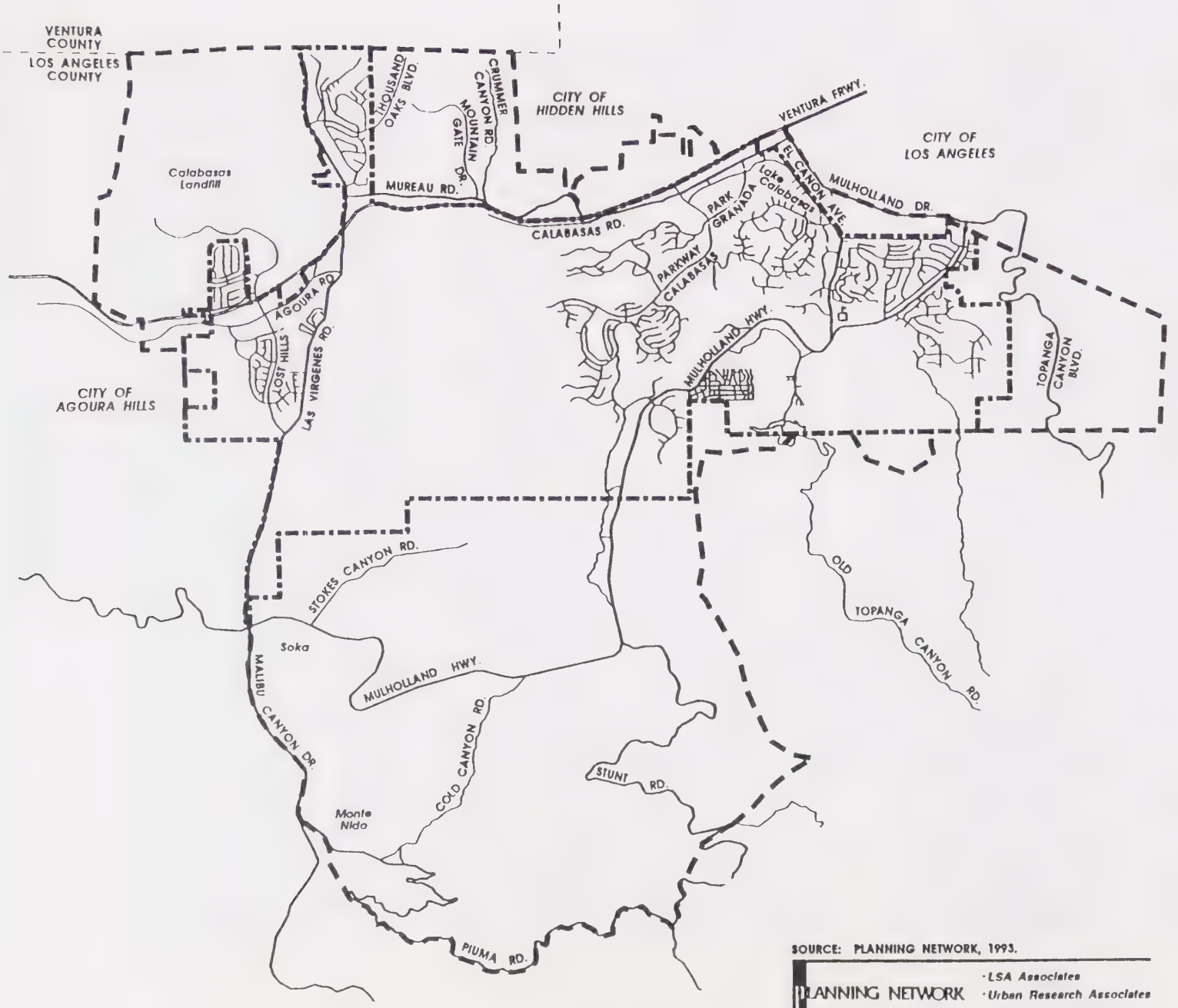
[2] Copies of the Calabasas General Plan and supporting documents are available at the Calabasas City Hall, 26135 Mureau Road, Calabasas California.

FIGURE I-1
REGIONAL LOCATION MAP



LOS ANGELES COUNTY BOUNDARY

SOURCE: PLANNING NETWORK, 1993.



SOURCE: PLANNING NETWORK, 1993.

PLANNING NETWORK
·LSA Associates
·Urban Research Associates
·Urban Design Studio

0' 2,000' 4,000' 8,000'

NORTH

CITY OF CALABASAS
GENERAL PLAN

FIGURE 1-2

STUDY AREA

LEGEND

CITY LIMITS

STUDY AREA BOUNDARY

addition, the General Plan addresses an unincorporated area that is home to approximately 1,900 residents, and occupies 19.0 square miles, or 12,186 acres. This unincorporated areas is located primarily north and south of the City.

D. CEQA REQUIREMENTS

Adoption of the City of Calabasas General Plan (General Plan) represents a significant discretionary action to be taken by the Calabasas City Council as the City's legislative body. In order to adopt the General Plan, two actions are being contemplated. The first action is to certify the EIR as being complete and adequate. The City of Calabasas is the lead agency for environmental processing and will be responsible for certifying the Final EIR after the following actions are completed:

- Distribution of the Draft EIR to all responsible agencies
- Provision of a 45 day public review period
- Preparation of response by the City to all comments received during the public review
- Provision of a 10 day review period for public agencies to review the City's response to their comments on the Draft EIR.

In addition, a Mitigation Monitoring Program will be prepared and adopted by the City to ensure that the mitigation measures proposed in the EIR are, in fact, implemented.

The second action involves approving the General Plan. The City of Calabasas has discretionary authority for approving the General Plan. Because the City must take a discretionary action to approve or not approve the General Plan, the CEQA requires that the action be reviewed to determine the effects that would result if the General Plan is approved and implemented. If the EIR for the General Plan identified impacts that can not be mitigated to below a level of significance, then a statement of overriding considerations must be adopted before the City Council can adopt the General Plan.

Pursuant to CEQA requirements, an Initial Study and environmental checklist were prepared for the proposed project. The Initial Study concluded that the proposed General Plan might have a significant effect on the environment. Therefore, a Notice of Preparation (NOP) was issued by the City according to the requirements of the California Administrative Code, Title 14, Sections 15082(a), 15103, and 15375 on October 1, 1993, with the review period ending on November 1, 1993. An effort has been made to contact all affected agencies, organizations, and persons during the process of preparing supporting background reports; preparing, distributing, and responding to comments on the EIR; and preparing, reviewing, and adopting the General Plan. Relevant reports and other reference materials from which data or conclusions have been drawn are listed in Section XI, References.

The Initial Study provides a preliminary indication of the potential effects associated with the General Plan, prior to initiating the environmental analysis process. The NOP indicated that an EIR was required and would be prepared, and comments will be invited on the proposed project from public agencies and the public at large. Comments that were received during the NOP period were addressed and incorporated into the EIR. A copy of the environmental checklist, NOP, and NOP comment letters are included in Appendix A of this document.

In March 1994, the City of Calabasas distributed a Draft EIR which analyzed the impacts of the General Plan as it was recommended by the City's General Plan Advisory Committee (GPAC). The Calabasas Planning Commission reviewed the draft General Plan and its EIR, and conducted public hearings on the General Plan and EIR. Based on its review of the General Plan document, public testimony, the findings of the Draft EIR, and comments received on the Draft EIR, the Planning Commission recommended a series of revisions to the General Plan document. The extent of these recommended modifications to the General Plan was sufficient to warrant revision of the environmental analysis contained in the Draft EIR and recirculation of document.

The purpose of this EIR is to inform the public and the decision makers who must act upon the proposed General Plan, of the kinds and extent of the environmental impacts that will result if the proposed General Plan, incorporating the recommendations of the Calabasas Planning Commission, is adopted and implemented. This document also contains a discussion of potential mitigation measures that may be implemented to reduce the environmental effects of the proposed General Plan. The scope of the issues that are discussed in this EIR includes the issues that are analyzed in the General Plan.

The Calabasas General Plan EIR was prepared in accordance with the most recent CEQA guidelines as established by the State Office of Planning and Research (OPR), and the City's rules to implement CEQA. The guidelines require that an EIR examine the existing setting of the area, the environmental impacts related to future development pursuant to the General Plan, and measures to mitigate potential impacts.

E. FOCUS OF THE EIR

The CEQA law and guidelines recognize the difficulty in the application of the CEQA law and guidelines to local general plans. Section 15176 of the CEQA guidelines states:

> *"An EIR on a construction project will necessarily be more detailed in the specific effects of the project than will be an EIR on the adoption of a local general plan or comprehensive zoning ordinance because the effects of the construction can be predicted with a greater degree of accuracy."*

The EIR prepared for the General Plan focuses on the secondary effects that may be expected with the adoption and implementation of the General Plan, especially the land use

element. The anticipated impacts of general plan implementation relate to potential changes in the following issue areas:

- Earth Resources (seismic, geological hazards)
- Water
- Biological Resources
- Natural and Cultural Resources
- Land Use
- Population
- Housing
- Aesthetics and Light and Glare
- Transportation and Circulation
- Air Quality
- Noise
- Public Services and Recreation
- Energy
- Utilities
- Human Health and Risk of Upset.

F. AREAS OF PUBLIC CONCERN OR KNOWN CONTROVERSY

During the General Plan preparation process, study sessions were held with the General Plan Advisory Committee, Transportation Commission, Planning Commission, and City Council to discuss issues and needs, policies, and land use and map (including alternatives). Public concerns were demonstrated regarding open space preservation, protection of hillside areas, environmental resources (biological, water quality), traffic and circulation, geotechnical, growth management, and the compatibility of land uses.

G. ALTERNATIVES TO THE PROPOSED GENERAL PLAN

During the course of general plan preparation, the City considered several land use alternatives to the preferred land use plan. These alternatives provide a reasonable range of growth options which consider various intensities of future growth. These were reviewed by the General Plan Advisory Committee to select a preferred or recommended land use plan. The project alternatives evaluate a number of development, community character, and land use intensity options for consideration in future planning efforts.

A number of alternatives were considered for purposes of ultimately selecting a preferred alternative. These alternatives are as follows:

- No Project Alternative

- Alternative 1, Traditional Land Use Map and Prescriptive Policies

- Alternative 2, Modified Traditional Land Use Map with Performance-Based Policies
- Alternative 3, Land Management Map and Performance-Based Policies.

The General Plan recommendation of the Calabasas GPAC, which served as the project description of the original Draft EIR, is included in this document as an alternative.

The No Project Alternative considers two scenarios: use of the Los Angeles County General Plan, and no development. In addition, the GPAC and Planning Commission considered a number of land use options on specific sites that are not specifically included in the various options described above, but which were rejected. The reasons for their rejection are described in Chapter V of the EIR. Finally, options for managing traffic to be generated by the proposed Ahmanson Ranch project are described and evaluated.

H. RELATIONSHIP TO FUTURE ENVIRONMENTAL DOCUMENTATION

CEQA recognizes that some proposed projects are specific (and that their impacts can be specifically addressed) and that some projects will require future actions to implement their provisions. The City of Calabasas General Plan falls into the latter category.

The General Plan represents what its name suggests: it is a "general" plan, and will require a large number of specific projects and actions to be fully implemented. Therefore, this EIR addresses the large-scale, "macro" effects that would result if the City of Calabasas is developed pursuant to, and undertakes the actions described in, the goals, objectives, policies, approaches, and implementation programs contained in the General Plan. Therefore, this EIR does not directly examine environmental effects that will result from specific projects located on specific sites within the City.

I. DOCUMENT FORMAT

This EIR is organized as follows:

- ***Section I*** of the EIR contains a brief description introduction to the EIR for the Calabasas General Plan.
- ***Section II*** of this document provides background information, general information on the City of Calabasas and its General Plan study area, and a description of the General Plan and its objectives.
- ***Section III*** of the EIR contains the summary of the General Plan EIR.
- ***Section IV*** of the EIR contains the environmental analysis of the proposed project. This section is organized by the following topics:

- ***Environmental Setting:*** Environmental setting information for the General Plan is summarized and provided by reference to the appropriate section of the Calabasas General Plan Community Profile document, which contains a detailed discussion of the conditions (both environmental and man-made) in existence at the time the General Plan was prepared. Existing setting information provides the reader with the "base line" from which future impacts will start, and provides a standard against which to measure these impacts.

- ***Impacts:*** The Impacts sections provide an analysis of the impacts of General Plan adoption and implementation. This discussion focuses on the macro-scale impacts of adopting and implementing the General Plan. Impact analysis discussions contained in the General Plan portion of the document are referenced where appropriate. Additional project impact analysis is provided in the EIR. Site specific impacts for individual locations within the City are *not* provided, except where they are necessary for understanding of overall communitywide impacts.

- ***Mitigation Measures:*** The Mitigation Measures sections identify the proposed mitigation measures.

Finally, this volume contains the following:

- ***Section V*** of this EIR contains a discussion of several alternative General Plan scenarios that were examined during the course of the plan's preparation. The impacts of these alternatives are also discussed.

- ***Sections VI through X*** of this EIR contain a discussion of various topical areas required by CEQA, including cumulative impacts, growth inducing impacts, significant unavoidable environmental effects, and significant irreversible environmental changes, as well as a discussion of cumulative impacts to the Southern California region that could result from implementation of the proposed General Plan.

- ***Section XI*** of this EIR contains a listing of organizations and persons consulted and documents and references used in the preparation of this document.

The Appendices of the EIR contain materials and technical appendices prepared for traffic, air and noise, along with the following information:

- A copy of the Initial Study that was used in preparation of the Notice of Preparation, as well as the NOP that was provided to the public and responsible agencies to notify them that this document was being prepared. Responses to the NOP that were received by the City of Calabasas are also provided.

J. INTENDED USE OF THE EIR

This EIR will be used by the City of Calabasas as the lead agency in its review and consideration of the proposed General Plan. The EIR is also intended to provide general environmental information to other responsible agencies for a number of discretionary approvals which may be related to or required to implement the General Plan, or which may otherwise influence the course of the General Plan implementation. Further additional environmental review may be required for subsequent development projects within the City of Calabasas.

It should be noted that this EIR is a program EIR, and as such, approval of this EIR will not create any direct impacts. Direct impacts will be generated by subsequent approvals and actions taking place after certification of this EIR; however, the mitigation measures for direct impacts generated by implementing actions that may be taken at a future date are included within this EIR.

It is not intended that this EIR necessarily be used as a basis for certifying future project-specific applications. In some cases, the potential environmental impacts of a project under CEQA will be entirely covered by the analysis contained in this EIR. In such a case, further environmental documentation will not be necessary. In other cases, this EIR will provide baseline data and assist in defining communitywide impacts for use in subsequent, project-specific environmental review under the City's CEQA Implementation Process.

K. TERMS USED IN THIS DOCUMENT

Buffer Zone: An area of land separating two distinct land uses which acts to soften or mitigate the effects of one land use on the other.

Build Out: Development of land to its full potential or theoretical capacity as permitted under the provisions of the General Plan.

Development: The physical extension and/or construction of urban or rural land uses. Development activities include: subdivision of land; construction or alteration of structures, roads, utilities, infrastructure, and other facilities; grading; deposit of refuse, debris, or fill materials; and clearing of natural vegetative cover (with the exception of agricultural activities). Routine repair and maintenance activities are not considered to be "development."

Development, Discretionary: Development which calls for the exercise of judgment by a governmental agency in deciding whether to approve and/or how to carry out a project.

Impact: The effect of any direct manmade actions or indirect repercussions of manmade actions on existing physical, social, or economic conditions.

Impact, Beneficial: Any change to the environment that results in favorable, advantageous, or improved conditions.

Impact, Insignificant: Any change to the environment that is below the individually specified threshold at which a negative change would occur.

Impact, Significant but Mitigable: Any change to the environment that, prior to mitigation, is above the individually specified threshold (i.e., a negative environmental change would occur). However, through the implementation of appropriate measures, this change can be reduced below the threshold.

Impact, Significantly Adverse: Any impact that exceeds the individually specified threshold (a negative environmental change would occur), and the implementation of all feasible measures cannot reduce the effect below the threshold. In this case, an effect is considered to be significantly adverse.

Threshold of Significance: A specifically defined level above which a substantial, or potentially substantial, adverse change in the environment will occur. Below this level, a substantial or potentially substantial adverse change in the environment will not occur. The determination of thresholds of significance provided in this Program EIR is based on common professional practice and the professional judgement of the authors of this Program EIR.

II. PROJECT DESCRIPTION

II. PROJECT DESCRIPTION

A. PROJECT OBJECTIVES

The City of Calabasas is in the process of adopting a comprehensive General Plan to specifically address the dynamics of the City's land use and environmental and policy needs and serve as a management plan for the City's future. The General Plan documents the existing physical, natural, and economic environments of the City and its General Plan study area; develops forecasts which provide the basis for rational decision making regarding the City's long-term physical development; examines current issues and needs of the City; presents goals, objectives, and policies in the individual General Plan Elements; and provides detailed implementation programs.

The Calabasas General Plan expresses, in the form of text, maps, and illustrations, the organization of physical, environmental protection, economic, and social activities sought by the community in order to create and maintain a healthful, functional, and desirable place in which to live. It addresses immediate, mid-, and long-term issues concerning environmental sensitivity and preservation needs, public services, the economic vitality of the community, as well as environmental constraints. According to State General Plan guidelines, the role of the General Plan is to establish a document which will "...act as a 'constitution' for development, the foundation upon which all land use decisions are to be based. It expresses community development goals and embodies public policy relative to the distribution of future land use, both public and private." As mandated by the State, the General Plan must serve to:

- Identify land use, circulation, environmental, economic, and social goals and policies for the City and its surrounding planning area as they relate to land use and development
- Provide a framework within which the City's Planning Commission and City Council can make land use decisions
- Provide citizens the opportunity to participate in the planning and decision-making process affecting the City and its surrounding planning area
- Inform citizens, developers, decision-makers, and other agencies, as appropriate, of the City's basic rules which will guide both environmental protection and land development decisions within the City and surrounding planning area.

GENERAL PLAN ISSUES

The Calabasas General Plan not only addresses issues that the State mandates, but also responds to the current and future community issues which were identified during the General Plan preparation process. This process of identifying and resolving the myriad of

issues facing the City of Calabasas was a central focus of the update program. The General Plan will address key community issues, including the following.

- Achieve and maintain an environmentally sensitive, residential community
- Preserve the character and integrity of the Calabasas community
- Establish hillside grading and development guidelines that will preserve the natural character of hillsides and protect the City's visual resources
- Ensure the protection of environmentally sensitive areas, including wildlife corridors, streams, oak woodlands, ridgelines, and other natural resources
- Define the suitability of lands for development in light of unstable geologic conditions, and protecting existing and future residents
- Identify and implement strategies for retaining open space lands and providing parks and recreation programs for City residents
- Establish clear performance objectives for area infrastructure and services, and ensure that the provision of public services and facilities supports and follows, rather than leads the community's determination of desirable land uses, intensity, and character
- Balance the need to resolve existing and projected roadway and highway congestion with the need for protecting existing residential neighborhood and sensitive environmental features
- Identify and implement strategies to ensure that the City of Calabasas has sufficient municipal income to provide the range and quality of services desired by its residents without sacrificing the community's quality of life
- Provide a forum for Calabasas residents to have a meaningful voice in the management of their community's future.

The Calabasas General Plan, as proposed, takes a strong stand to preserve remaining open space and significant environmental features within the General Plan study area. The General Plan also takes a strong stand to preserve natural hillside areas. Environmental protection policies and performance standards are contained in Chapter II of the Calabasas General Plan (Conservation, Environmental Design, Open Space). The policies contained in the individual elements of the General Plan are backed by more specific performance standards in the General Plan's Development Review Program (Chapter VIII).

In order to address issues which may affect or be affected by areas outside of Calabasas' existing city limits, a comprehensive general plan study area has been established. This planning area, which resulted from the City's Sphere of Influence Committee's work efforts, encompasses areas outside the current city limits and recognizes the

interrelationships between land use and other issues affecting the City of Calabasas and surrounding lands. The purpose of establishing a planning boundary outside of the present City limits is ***not*** to ***control*** land use decision making within unincorporated areas, but to explore the interrelationships between development and environmental management within these areas and the City proper. Based on this evaluation, the General Plan represents the City's official position regarding development and environmental management that might affect City interests.

The General Plan also recognizes the interrelationship between actions taken by the City of Calabasas and actions taken by other agencies. Thus, the Plan provides for ongoing communications between the City of Calabasas and other agencies whose actions can affect and be affected by actions taken by the City. Thus, the Plan contains specific objectives, discussion, and policies related to the manner in which interjurisdictional development impacts should be mitigated, including:

> "Establishment of a system of development review within Calabasas ***and*** surrounding communities based on the principle that the impacts of new development must be offset by project-related benefits ***within each of the jurisdictions in which the impacts will be experienced.***"[1]

The Draft General Plan further states that "it is not appropriate for a jurisdiction, in approving a development project, to *internalize* the benefits of that development, and *externalize* its impacts."[2] The Calabasas General Plan also includes a program for the study and possible annexation of lands outside the city limits. Municipal boundary policies focus on coordination with area residents and property owners to ensure that they are involved in and support the annexation process before it proceeds.

GENERAL PLAN GOALS

The City of Calabasas was incorporated due to competing interests regarding the need to protect natural and environmental resources versus the pressure to develop remaining open space resources. After considerable public involvement and participation, a draft General Plan evolved which seeks to balance future development opportunities with the need to preserve environmental quality and maintain the rural and semi-rural character desired by area residents. In addition, one of the fundamental objectives for preparing the General Plan is to meet the requirements of State planning law to ensure continued control of land use issues.

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1 *City of Calabasas General Plan: Agenda for the 21st Century*, Page VII-14.

2 *Ibid.*

As stated in its draft general plan:

> *"The Calabasas General Plan is intended to be a vehicle for change.... Calabasas' vision is that the future need not repeat the mistakes of the past. Through innovative approaches and not accepting the way things are just because they have always been that way, Calabasas will achieve excellence -- in protecting the natural environment that attracted so many of its residents to the area, in managing its affairs in a manner that is consistent with local social values, in enhancing the physical appearance of the area's built environment, and in ensuring its residents a high quality of life."*

The Calabasas General Plan's vision and its goals is expressed in three themes -- environmental responsibility, local management and control, and community image -- as follows:

- *To secure better management and protection of environmental resources, the City of Calabasas is committed to achieve the following:*
  - *Broaden the application of environmentally conscious planning and design, establish Calabasas as a community which acknowledges limits on natural resources, and lives within those limits*
  - *Recognize the area's natural environment as a critical community asset and a key component of Calabasas' quality of life and establish a system of environmental management wherein the natural environment will be protected out of a sense of responsibility and commitment to environmental quality, placing a higher priority on environmental protection and open space preservation than on expansion of urban or rural development*
  - *Define the area's environmental carrying capacity, and limiting the level, rate, and distribution of population and economic growth to that which is consistent with improved environmental quality and the availability of natural resources*
  - *Minimize the environmental impacts of its own activities by making environmental sensitivity a key concern in the provision of municipal services and facilities, and incorporate environmentally conscious construction and management practices in the development and maintenance of municipal facilities.*

- *To take responsibility for managing its future and guiding the type, intensity, and location of development in a manner consistent with local social values to preserve the area's beauty and natural environment; ensure the adequacy and integrity of services and facilities; and to protect and enhance the quality of life of its citizens, the City of Calabasas will:*

  - *Formulate a development review program to implement general plan policies that provides a clear set of rules by which development proposals will be reviewed, including specific performance standards which describe the City's expectations of the quality and responsibilities of new development*

  - *Tie the rate and timing of new development to the availability of adequate services and facilities, and ensure that new development provides the on- and off-site facilities needed to maintain public services and facilities performance standards in a manner that avoids increased costs for and reductions in the level of public services provided to existing residents and businesses*

  - *Develop a program for working with residents of the City's General Plan study area toward mutually acceptable land use plans and regulations as a means of protecting existing rural lifestyles and providing needed environmental protection and open space preservation*

  - *Promote an equitable distribution of the costs and benefits of city actions within Calabasas, and establish a basis for the City to cooperate with surrounding jurisdictions toward establishment of development review systems that equitably distribute both the benefits and impacts of new development*

  - *Frame a system by which, as Calabasas matures as a city, the voice of its citizens in intergovernmental matters becomes stronger, and which establishes the City as a leader in exploring new mutually beneficial cooperative ventures with neighboring communities*

  - *Maintain a high level of communication between government and citizens by actively soliciting citizen involvement in public affairs, and by emphasizing sensitivity and responsiveness of government to citizen needs.*

- *To recognize that community satisfaction and the vitality and cohesion of Calabasas as a social entity primarily stem from the ways in which neighbors join together to promote their common interests, the City of Calabasas will:*

  - *Define Calabasas' desired community character, and translate that character into clear guidelines and performance standards for the physical form of the built environment*

  - *View new development not as free-standing features, but as potential additions to an integrated community which must conform to community values and make a positive contribution to the community's quality of life*

  - *Define and maintain a balanced transportation system that places a greater emphasis on environmental concerns and the quality of life of Calabasas residents than on accommodating increasing numbers of automobiles on the area's road system*

  - *Recognize the physical differences in various portions of the community and allow for variations in housing and land use character between these areas, while formulating and undertaking programs to enhance a unified identity as the City of Calabasas*

  - *Recognize the scenic beauty afforded by Calabasas' natural environment and formulate clear guidelines and performance standards to preserve that beauty*

  - *Promote the preservation and enhancement of landmarks, sites, and areas of historical, cultural, and urban design significance*

  - *Establish community meeting places and provide varied opportunities for community interaction and citizen input to city government.*

An important feature of the Calabasas General Plan is that it clearly specifies the maximum impact that any given development project will be permitted to create (see Table II-1). The definition of maximum acceptable impacts is an important mitigation measure for the impacts of future development, and provides a basis for determining the appropriateness development intensity of proposed development projects within the range established by the General Plan and its land use map.

Table II-1
Maximum Acceptable Impacts
of Individual Development Projects

Environmental Issue	Maximum Acceptable Development Impact
Preservation of Open Space	New development which would inhibit the City from achieving its open space objective of 3,000 acres of protected natural open space within the current city limits, or which would prevent achieving an open space system whose location and size represents an extensive network of protected areas with a high degree of visual and physical continuity is considered to have an unacceptable open space impact.
Hillside Management	Development not in compliance with the provisions of the applicable Land Management Class or which is not in compliance with hillside grading performance standards is considered to have an unacceptable impact on area hillsides.
Biotic Resources	A development which results in a net loss of habitat value within the "Preservation," "Retention," or "Partial Retention" Land Management Classifications is considered to have an unacceptable biological resources impact. The construction of channelized flood control works, debris basins, retention/detention facilities within a blue line stream or wetlands area is considered to be an unacceptable biological resources impact, as is a net loss of wetland area.
Air Quality	A development is considered to have an unacceptable air quality impact if it: ■ Interferes with the attainment of Federal or State ambient air quality standards or is inconsistent with the Air Quality Management Plan (AQMP) ■ Would violate the State's 1-hour and 8-hour standards for carbon monoxide (CO) ■ Would create a carbon monoxide hot spot ■ Involves a general plan amendment affecting the regional population projections and locations that were used in the AQMP to bring the basin into attainment with air quality standards, and which does not result in a: – 1 percent per year (or 18 percent averaged over 18 years) reduction in project emissions – 1.5 average vehicle ridership (or occupancy if a transportation project) – reduced rate of growth in vehicle miles traveled (VMT) and trips.

Table II-1
Maximum Acceptable Impacts
of Individual Development Projects

Environmental Issue	Maximum Acceptable Development Impact
Water Resources	A development is considered to have an unacceptable impact on water resources if it: ■ Involves an amendment to the land use map that increases water consumption beyond the amount assumed by the Las Virgenes Municipal Water District in its water master planning efforts ■ Fails to incorporate best management practices in plumbing fixtures or is inconsistent with the City's Water Efficient Landscape Criteria Ordinance ■ Is located in an area for which reclaimed water supplies are available or can be made available within five years, and could legally use reclaimed water supplies, but is not designed for such use ■ Is inconsistent with applicable National Pollutant Discharge Elimination System (NPDES) permit requirements.
Soil Conservation	Development is considered to have an unacceptable impact on land resources if grading or subsequent operations result in deposition of soils on public streets or on downstream properties at a rate greater than natural erosion. Employment of "best management practices" and compliance with applicable NPDES requirements is presumed to reduce the impacts of a development to an acceptable level.
Energy Resources	Development is considered to have an unacceptable impact on energy resources if it does not meet all applicable Title 24 energy conservation requirements, and, in addition, does not employ best management practices for passive energy conservation.
Solid Waste Management	A development is considered to have an unacceptable impact on solid waste management if it is inconsistent with, or will result in increased generation of solid waste beyond that which was assumed in the City's Source Reduction and Recycling Element.
Seismic, Geologic, Flooding, and Fire Hazards	Development that would result in unacceptable risks as identified in Table VI-1 is considered to have an unacceptable impact.
Noise	Development is considered to have an unacceptable noise impact if it: ■ Would create noise in excess of the interior standards outlined in Table VI-2 ■ Is located in an area that currently exceeds or will exceed the standards outlined in Table VI-2

Table II-1
Maximum Acceptable Impacts
of Individual Development Projects

Environmental Issue	Maximum Acceptable Development Impact
	■ Would increase the existing CNEL within a rural area by more than 4 dBA or increase the existing CNEL within an urban area by more than 2 dBA within areas that currently exceed the standards outlined in Table VI-2
Hazardous Materials	Development that is inconsistent with the Los Angeles County Hazardous Waste Management Plan, as adopted and from time to time updated, is considered to have an unacceptable impact.
Disaster Response	Development that would measurably inhibit the ability of the City or disaster response agencies from responding to an emergency situation is considered to have an unacceptable impact.
Population Growth	Development that would result in a population or employment increase in excess of that included in SCAG's regional forecasts for the City of Calabasas, as accepted by the City, is considered to have an unacceptable impact.
Housing	Development is considered to have an unacceptable housing impact if it: ■ Inhibits the ability of the City to meet its share of regional production needs (Table IV-4); ■ Results in the net loss of any subsidized affordable housing units ■ Results in the net loss of rental housing at any time the vacancy rate for rental housing is below four percent.
Land Use	Development is considered to have an unacceptable land use impact if it: ■ Is inconsistent with the land use designation within which it is proposed on the Land Use Map, and as defined in Table III-1 ■ Has operational characteristics that would cause unacceptable impacts on other properties or would cause any of the performance standards contained in the Development Review Program to be exceeded on other properties.
Circulation	Development is considered to have unacceptable traffic and transportation impacts if: ■ Roadway level of service along nearby streets exceeds the performance objectives defined in Chapter V

Table II-1
Maximum Acceptable Impacts
of Individual Development Projects

Environmental Issue	Maximum Acceptable Development Impact
Circulation (Con't)	- Prior to project development - Subsequent to project development - At general plan build out **and** the project will create peak hour traffic in excess of the criteria outlined in Table V-2 ■ It inhibits the ability of the City to achieve the Citywide trip reduction targets prepared by the Metropolitan Transportation Authority pursuant to the South Coast Air Quality Management Plan.
Fiscal Management	Development is considered to have an unacceptable fiscal management impact if it increases the cost or lowers the level of municipal services or facilities that are being provided to existing development.
Community Design	Development is considered to have an unacceptable community design impact if it: ■ Results in a noticeable reduction or loss of the specific features that combine to create Calabasas' unique character as defined in the General Plan Approach for Community Character of Chapter III ■ Would inhibit achievement of the "additional features that the General Plan strives to create and maintain to enhance community character" as defined in the General Plan Approach for Community Character of Chapter III.
Historical and Cultural Resources	Development is considered to have an unacceptable impact on historical and cultural resources if it: ■ Involves the construction of buildings adjacent to identified historical structures that is incompatible in overall intensity of use, architectural style and details, height, bulk, or setbacks ■ Results in the loss of significant archaeological or paleontological resources as defined by Appendix K of the 1993 CEQA Guidelines.

Table II-1
Maximum Acceptable Impacts
of Individual Development Projects

Environmental Issue	Maximum Acceptable Development Impact
Educational Facilities	Development which would occur in the absence of adequate school facilities to serve the new students that will be generated by the project is considered to have an unacceptable impact. (*Note: Application of this standard may be limited or prohibited by provisions of State law which (1) presume that payment of statutory fees is mitigation in full, (2) limit the City's ability to require school mitigation as a condition of approval, and (3) specify that cities can not deny a development project because of school impacts.*) Development that does not contribute its fair share to expansion of library facilities consistent with the library facilities performance standard contained in Table VII-1 is considered to have an unacceptable impact.
Parks and Recreation	Development is considered to have an unacceptable impact on parks and recreational facilities if it: ■ Inhibits the use and enjoyment of an existing or proposed public or private park ■ Does not provide or contribute to the provision of 3.0 acres of usable, active recreational land per 1,000 population.
Municipal Services and Facilities	Development is considered to have an unacceptable municipal services and facilities impact if it: ■ Would not meet the performance standards for municipal services and facilities outlined in Table VII-1 ■ Reduces the level of service provided to existing development below the performance standards outlined in Table VII-1 ■ Where the level of service being provided to existing development is already below the performance standards outlined in Table VII-1, results in any further reduction in the level of service to existing development.
Responsible Regionalism	Development that would create impacts in excess of these significance standards within other jurisdictions without providing offsetting benefits to those jurisdictions is considered to have an unacceptable impact.

Table II-1
Maximum Acceptable Impacts
of Individual Development Projects

Environmental Issue	Maximum Acceptable Development Impact
Quality of Life	Development is considered to have an unacceptable impact on local quality of life if: ■ The increase in nighttime intensity of light on adjacent properties is greater than 0.01 foot-candles,[1] measured at a point five feet (5') inside the adjacent property, after considering the effects of such mitigation measures as: – Reducing the intensity of the original light source to the minimum necessary to carry out required functions and provide security – Shielding light sources – Providing directional lighting. ■ Humidity, heat, cold, or glare is readily detectable without instruments by the average person on an adjacent property ■ Unpleasant odors are created that would be perceptible by the average person on an adjacent property ■ the project fails to minimize loss of views from existing development.

Source: Planning Network, 1993.

[1] The standard of 0.01 foot-candles is roughly equivalent to the difference in nighttime lighting between having no moon, and having a half moon present.

B. GENERAL PLAN LAND USE BUILD OUT

Prior to the City's incorporation, the Los Angeles County controlled land use decisions in the Calabasas area through the County General Plan, and specifically the Malibu/Santa Monica Mountains Interim Area Plan. Upon incorporation, the City of Calabasas gained responsibility for land use decisions. Through the General Plan preparation and adoption process, Calabasas will adopt a management plan for its future that will reflect community desires and guide future decisions on environmental management, development, and intergovernmental relations. There will be differences in the distribution and character of land use between the plan utilized by the County prior to incorporation of the City of Calabasas and the land use plan proposed for adoption by the City in conjunction with the General Plan process. These differences are described in Section IV-E, Land Use.

Projected land use data for the proposed General Plan is presented in Tables II-2 and II-3. Two important issues must be kept in mind when reviewing these tables. First, General Plan land use build out, as reflected in Tables II-2 and II-3 are based on the ***maximum*** land use intensity allowable under the General Plan. Quantitative analysis based on these tables thus represents a "worst case" scenario. The General Plan establishes specific criteria to define the circumstances under which any particular project might be developed to the maximum allowable intensity. Thus, it is anticipated that most projects will be developed below the maximum allowable intensity.

The second critical issue in reviewing Tables II-2 and II-3 is the extent to which future land use decisions are constrained by past development approvals. In addition to existing land use within the City and its General Plan study area, there are numerous existing development approvals and development agreements. Thus, Tables II-2 and II-3 distinguish between "Existing and Committed Units" and "Units from Future Discretionary Approvals." "Existing and Committed Units" includes dwelling units and non-residential facilities that are currently "on the ground," as well as unbuilt projects that have been committed through existing development approvals and development agreements. "Units from Future Discretionary Approvals" consist of potential developments on lands for which there are no current approvals or development agreements. As can be seen from Tables II-2 and II-3, the majority of residential development that will exist within the City of Calabasas and its General Plan study area at build out (81.6 percent within the overall study area, 89.6 percent within the existing city limits) either currently exists or has already been approved.

In addition, a significant amount of future commercial and business park development has been committed prior to formulation of the General Plan. Major commercial/business park development projects for which development agreements have been approved or are otherwise vested include:

- ***Ahmanson-Kilroy***: 1,295,000 s.f. office; 150,000 s.f. hotel; 50,000 s.f. commercial
- ***Ahmanson Commercial Center***: 256,000 s.f. office; 16,000 s.f. commercial

- ***Las Virgenes Municipal Water District***: 34,000 s.f. office
- ***Pazar Development***: 190,000 s.f. commercial
- ***Lost Hills Master Plan***: 825,880 s.f. commercial; 356,840 s.f. industrial/office.

Of the 7.95 million square feet of commercial and business park development that could exist within the General Plan study area at build out, approximately 2.9 million square feet (36.5 percent) exists today, and an additional 2.072 million square feet (26.1 percent) are represented in the major approved projects and development agreements described above.

Table II-2
Calabasas General Plan Land Use Summary
(City and General Plan Study Area)

General Plan Land Use Categories	Acres	Existing & Committed Units	Units from Future Discretionary Approvals	Total Units	Persons	Build. Sq. Ft.
Residential Land Use Categories						
HM	7,391.58	0	371.00	371.00	1,038.00	
R-SF	3,576.87	6,672.00	382.00	7,054.00	19,751.00	
R-MF	318.35	2,824.00	325.00	3,149.00	7,242.00	
R-MH	66.23	406.00		406.00	934.00	
RR	483.03	65.00	190.00	255.00	714.00	
RC	1,041.07	20.00	875.00	895.00	2,506.00	
Residential Sub-Total	**12,877.13**	**9,987.00**	**2,143.00**	**12,130.00**	**32,185.00**	**N/A**
Business Land Use Categories						
CLI	45.48					297,166.00
B-R	136.85					1,625,011.00
B-PO	208.34					2,375,916.00
B-BP	170.10					2,124,147.00
Business Sub-Total	**560.77**	**N/A**	**N/A**	**N/A**	**N/A**	**6,422,240.00**
Public Facility Land Use Categories						
PF-I	170.22					
PF-R	32.48					
Public Facility Sub-Total	**202.70**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**
Open Space Land Use Categories						
OS-R	2,086.24	N/A	0.00	0.00	0.00	
OS-RP	4,555.00	N/A	0.00	0.00	0.00	
Open Space Sub-Total	**6,641.24**	**N/A**	**0.00**	**0.00**	**0.00**	**N/A**
Urban General Land Use Category						
MU	55.16	0.00	110.00	110.00	253.00	1,531,800.00
Urban General Sub-Total	**55.16**	**0.00**	**110.00**	**110.00**	**253.00**	**1,531,800.00**
Totals	**20,337.00**	**9,987.00**	**2,253.00**	**12,240.00**	**32,438.00**	**7,954,040.00**

Source: Planning Network, 1994

Table II-3
Calabasas General Plan Land Use Summary
(City Only)

General Plan Land Use Categories	Acres	Existing & Approved Units	Units from Future Discretionary Approvals	Total Units	Persons	Build. Sq. Ft.
Residential Land Use Categories						
HM	782.87	0.00	78.00	78.00	219.00	
R-SF	3,031.40	6,162.00	283.00	6,445.00	18,046.00	
R-MF	243.47	2,738.00	258.00	2,996.00	6,890.00	
R-MH	39.61	279.00	0.00	279.00	642.00	
RR	319.52	50.00	147.00	197.00	552.00	
RC	91.52	0.00	92.00	92.00	258.00	
Residential Sub-Total	**4,508.39**	**9,229.00**	**858.00**	**10,087.00**	**26,607.00**	**N/A**
Business Land Use Categories						
CLI	45.48					297,166.00
B-R	127.81					1,487,287.00
B-PO	88.10					975,863.00
B-BP	125.17					1,431,047.00
Business Sub-Total	**386.56**	**N/A**	**N/A**	**N/A**	**N/A**	**4,191,363.00**
Public Facility Land Use Categories						
PF-I	147.29					
PF-R	22.60					
Public Facility Sub-Total	**169.89**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**
Open Space Land Use Categories						
OS-R	143.00	N/A	0.00	0.00	0.00	
OS-RP	3,009.00	N/A	0.00	0.00	0.00	
Open Space Sub-Total	**3,152.00**	**N/A**	**0.00**	**0.00**	**0.00**	**N/A**
Urban General Land Use Category						
MU	55.16	0.00	110.00	110.00	253.00	1,531,800.00
Urban General Sub-Total	**55.16**	**0.00**	**110.00**	**110.00**	**253.00**	**1,531,800.00**
Totals	**8,272.00**	**9,229.00**	**968.00**	**10,197.00**	**26,860.00**	**5,723,163.00**

Source: Planning Network 1994

C. ORGANIZATION OF THE CALABASAS GENERAL PLAN

State law requires that the General Plan include seven mandatory elements, but allows flexibility in how each local jurisdiction structures these elements.[1] In addition, the General Plan includes discussion and resolution of issues related to two "optional" elements. Even though these issues are not *mandated* by State law, related policies, once adopted, have the same force and effect as the policies of the General Plan elements required by the State. These include the following:

- ***Growth Management:*** Inherent in the provisions of the General Plan is a program to manage future growth within the City. Growth management will result from the application of General Plan policies and performance standards, which, along with the General Plan land use diagram, will determine land use intensity and will tie the timing of new development to the availability of municipal services and facilities.

- ***Fiscal Management:*** The General Plan serves to provide goals and strategies devoted to the promotion of a healthy economic base within the City and its surrounding area.

- ***Educational Facilities:*** The General Plan includes provisions to assist the Las Virgenes Unified School District (LVUSD) in ensuring the availability of adequate school facilities to serve the future population of Calabasas.

- ***Municipal Services and Facilities:*** Incorporated into the General Plan are policies and programs which establish minimum level of service standards for circulation, drainage, water and sewer facilities, parks and recreation facilities, police and fire services and other services and facilities. The General Plan also identifies responsibilities to be placed on new development, and indicates what the consequences will be if such minimum standards are not achieved.

- ***Responsible Regionalism:*** The Calabasas General Plan includes provisions to incorporate regional issues and an understanding of the regional implications of local actions into the local planning process.

- ***Quality of Life:*** In addition to the issues required by General Plan law, the Calabasas General Plan addresses community participation, social interaction, and the provision of social services as a means of maintaining a high quality of life for Calabasas residents.

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[1] These seven State mandated elements include Land Use, Circulation, Housing, Conservation, Open Space, Noise, and Safety.

The ***Calabasas General Plan*** is contained in four documents that chronicle the City's General Plan Program. These four documents include the following:

- The ***Calabasas General Plan: Community Issues*** report defines significant issues and identifies community needs and desires. It serves as the groundwork for the City's General Plan program, clarifying the issues that are addressed in the General Plan, and identifying alternative policy choices. The Community Issues Report summarizes community characteristics, and documents the City's General Plan community participation program.

- The ***Calabasas General Plan: Community Profile*** presents the research material and factual background necessary to understand the physical, natural, and economic environments of the City of Calabasas. The Community Profile provides a more in-depth understanding of the issues identified in the Community Issues Report, and serves as the basis for the existing setting portion of the General Plan EIR.

- The ***Calabasas General Plan: Agenda for the 21st Century*** defines the vision which Calabasas has for its future and the strategies it intends to follow in pursuit of that vision. It is a comprehensive policy document, identifying general issues and providing clear policy guidance. The specific actions designed to implement the City's vision are contained in Chapter VIII, Implementation Programs.

- The ***Calabasas General Plan: Environmental Impact Report*** examines the implications of future growth and change in the City and its general plan study area. The EIR summarizes existing conditions and functions as an environmental impact report for the General Plan.

The *Calabasas General Plan: Agenda for the 21st Century* is organized into eight chapters, as follows:

- ***Chapter I, Introduction***, provides an introduction to the community of Calabasas, its General Plan programs, and the overall General Plan document, and provides an overview of Calabasas' vision for its future.

- ***Chapter II, Conservation, Environmental Design, Open Space***, details Calabasas' program to manage its natural environment. The primary objective of this Chapter is to define the significance of environmental features within the General Plan study area, and to provide each feature with an appropriate level of protection. This

Chapter meets State requirements for Open Space and Conservation elements, and consists of the following sections:

- Open Space
- Hillside Management
- Biotic Resources
- Air Quality
- Water Resources
- Historical, Cultural, and Paleontological Resources
- Soil Conservation and Preservation
- Energy Resources
- Solid Waste Management
- Mineral Resources.

Table II-4
Relationship Between Calabasas General Plan Organization and State General Plan Requirements

Calabasas General Plan Components	State Mandated Elements	Optional Elements
Conservation, Design, Open Space	Conservation Open Space	
Land Use	Land Use	
Housing	Housing	
Transportation	Circulation	
Environmental Hazards	Safety Noise	
Community Development		Growth Management Fiscal Management Educational Facilities Municipal Services and Facilities Responsible Regionalism Quality of Life

Source: Planning Network, 1994.

- ***Chapter III, Land Use***, details Calabasas' program to manage its physical environment, and meets State requirements for the Land Use Element. Land use objectives, general plan approaches, and policies are presented. In addition, Chapter III delineates the land use districts which are presented on the General Plan Land Use Map. The land use districts define acceptable land uses throughout the General Plan study area, basic development intensities, and the

maximum development intensity for each land use type which may be allowed if a proposed development project meets the performance standards outlined in the Development Review Program.

- ***Chapter IV, Housing,*** presents Calabasas' commitment to provide housing opportunities to meet the needs of all economic segments of the community, and to ensure the continued high quality of the City's housing stock. This Chapter contains the following components.

  Housing Needs summarizes existing and projected needs for housing for all economic segments of the community, including new construction needs and particularly the needs of such groups as the handicapped, the elderly, large families, female-headed households, farmworkers, and the homeless.

  Opportunities for the Creation of New Housing examines the inventory of land that is available to meet identified needs for new housing construction.

  Constraints on the Production of Housing explores governmental and non-governmental obstacles that need to be overcome if the City of Calabasas is to meet its housing needs.

  Progress Report specifies that, because it is newly incorporated, the City of Calabasas has not yet established housing programs of its own.

  Housing Goals, Quantified Objectives, Programs, and Specific Actions outlines the specifics of Calabasas' housing improvement program for the years 1994 to 1999. This section defines the City's housing goals, and provides specific, quantified objectives for new housing production, improvements and maintenance of existing housing, and for programs designed to aid special needs groups. This section also describes the programs and specific actions that the City of Calabasas is committed to undertake over the next five years.

- ***Chapter V, Transportation***, outlines the City's program to enhance mobility within the General Plan study area. This Chapter addresses motor vehicle, bicycle, and pedestrian circulation, as well as parking issues. A major thrust of this Chapter is to ensure that roadways and transportation facilities *support*, rather than lead, the type of

community which Calabasas wishes to maintain. Thus, environmental considerations have been incorporated into the Transportation Chapter; recommendations to increase the traffic carrying capacity of the area's roadway system were designed to recognize and protect significant environmental features.

- ***Chapter VI, Environmental Hazards***, addresses the relationship between (1) natural and manmade hazards and (2) existing and future development. A key feature of this Chapter is to define "acceptable risk," and to identify the extent to which natural and manmade hazards will be managed in order to protect public health and safety. Chapter VI meets State requirements for the Safety and Noise elements, and includes the following sections:

  - Geology and Seismicity
  - Stormwater Management and Flooding
  - Fire Hazards
  - Noise
  - Hazardous Materials
  - Disaster Response.

- ***Chapter VII, Community Development***, addresses the features which support the built environment, or which need to be preserved in order to enhance the area's quality of life. This Chapter is aimed at ensuring that services and facilities, as well as fiscal concerns *support*, rather than lead, the type of community Calabasas wishes to achieve and maintain. The Calabasas General Plan addresses the following Community Development issues:

  - Fiscal Management
  - Educational Facilities
  - Parks, Recreation, and Trails
  - Municipal Services and Facilities
  - Intergovernmental Relations
  - Municipal Boundaries
  - Quality of Life.

- ***Chapter VIII, General Plan Implementation Programs***, defines the specific programs and actions that the City will undertake to ensure implementation of its General Plan goals, objectives, approach, and policies. General Plan Implementation programs includes the following sections:

  Development/Environmental Review Program outlines the development and environmental review processes that the City of Calabasas will undertake to implement the General Plan. This section also presents a comprehensive definition

of performance standards for new development within Calabasas. These performance standards will be used to determine the consistency of proposed new developments with the Calabasas General Plan. The application of these performance objectives to proposed developments will set the specific development intensity of the project.

Follow-up Studies and Actions identifies studies, ordinances, and other activities that need to be undertaken to implement the Calabasas General Plan.

Intergovernmental Coordination and Community Involvement Program contains a program for working with Los Angeles County and residents within the unincorporated portion of the General Plan study area toward coordinating land use review, creating a formal sphere of influence, and pursuing annexation of these areas. This Chapter also outlines programs to maintain open lines of communication with outside agencies whose activities affect, and are affected by, the City of Calabasas, including Los Angeles and Ventura counties; the cities of Agoura Hills, Hidden Hills, and Los Angeles; and service agencies such as the Las Virgenes Municipal Water District (LVMWD) and the LVUSD. Finally, this section deals with programs designed to maintain open communications between city government and Calabasas residents, and to ensure that City Hall remains responsive to the community's needs.

Strategic Planning Program integrates the General Plan with the ongoing operations of the City of Calabasas and with the City's budget and capital improvement programs. The Strategic Planning Program also includes provisions to ensure a regular review of the General Plan and implementation efforts, integrating State requirements for mitigation monitoring under the CEQA.

III. EXECUTIVE SUMMARY

III. EXECUTIVE SUMMARY

This EIR has determined that most of the environmental impacts associated with the General Plan implementation can be mitigated to below a level of significance. Two environmental issues have been determined to be significant due to General Plan implementation, despite the application of proposed mitigation measures: traffic/circulation and air quality.

For traffic/circulation, several roadways and intersections are forecast to exceed service levels that would generally be considered acceptable, and there are no means available to reduce the effects and still continue to maintain environmental protection and quality of life objectives. For air quality, State air quality standards are not expected to be met in the air basin within the timeframe established by the Air Resources Board. Even with the implementation of policies and the application of performance standards on new development, the standards will continue to be exceeded because of the significant burden generated by General Plan growth (e.g., exceeds AQMD emission thresholds), as well as the cumulative influence due to basin wide emission sources.

It should be noted that General Plan adoption will not directly result in impacts, but will facilitate the implementation of land use decisions. As a result, General Plan impacts occur at a plan level, with the actual effects deferred until specific projects are constructed. It should also be noted that the bulk of impacts identified in this EIR, including significant impacts, will be the result of existing development and developments that were approved prior to adoption of the General Plan.

Existing Setting	Impacts	Mitigation Measures
Earth Resources The Calabasas study area lies in a seismically active region. There are two major regional fault zones located near the study area: the Malibu Coast fault zone, which lies to the south of the study area, and the Simi fault zone, which lies to the north of the project study area. There are additional five faults or possible faults in the area capable of seismic activity, as well as three additional regional fault systems, the San Andreas, Sierra Madre-San Fernando-Santa Susana, and the Newport-Inglewood Faults, that, although located a substantial distance from the study area, may also affect the Calabasas study area. All of the fault systems are capable of producing moderate to large seismic events. Construction in the study area, most of which has taken place since the 1950s, represents considerably less potential danger than older construction, particularly adobe and brick buildings that lack reinforcement. However, a strong earthquake could generate substantial earthshaking, and trigger landslides, mud, and debris flow during a period of heavy rain.	Build out of the Calabasas General Plan will increase the number of people within an area subject to seismic activity and associated hazards. Much of the General Plan study area is steep, and various locations are susceptible to geologic instability, which creates a hazard for future development. As new development occurs, the potential for soil erosion will occur, and could potentially damage downstream water quality.	The City of Calabasas shall require that all new structures comply with the latest Uniform Building Code seismic design standards, as well as supplemental design criteria necessary to ensure that: (a) All uses needed for emergency response are designed to withstand sufficient "g" force to remain functional (b) The guidelines of Table IV-2 on page IV-12 of the Master EIR are met.
Water Currently, groundwater within the General Plan study area is not used as a domestic water source, except for isolated rural residences. Streams within the area are seasonal, and are capable of creating flood damage within small areas within confined canyons and adjacent to primary drainage courses. The City of Calabasas is a "co-permittee" along with Los Angeles County as part	Implementation of the Calabasas General Plan will increase the amount of impervious surfaces and decrease the amount of pervious surfaces within the General Plan study area, thereby increasing the amount of runoff and potential flood hazards. As impervious surfaces are added to the City and General Plan study area, the amount of urban runoff carrying various heavy metals and oils will increase, potentially impacting water quality within downstream creeks.	Prior to the issuance of a grading permit, applicants shall submit to the City for review and approval an erosion control plan to be implemented as part of site grading. The City of Calabasas shall require that new development follow the requirements of the County's NPDES permit and implementation programs.

Existing Setting	Impacts	Mitigation Measures
Water (Cont'd) of the National Pollutant Discharge Elimination System (NPDES), and is, thus, responsible for the implementation of "Best Management Practices" to improve the quality of water running off from developed areas.		Construction of new septic tanks shall not be permitted unless percolation tests demonstrate otherwise. The City of Calabasas shall require all new development projects to install reclaimed water systems for irrigation purposes. Individual developments will be required to incorporate water conservation measures into final building design and site layout.
Biological Resources There is a rich variety of animals and vegetative habitats present within the Calabasas General Plan study area including riparian, oak, walnut, sycamore-alder, and other types of woodlands; other riparian areas, chaparral, and coastal sage scrub. Calabasas is located at a crucial crossroads of regional habitats, and encompasses biological resource linkages between the Santa Monica Mountains, Simi Hills, and Santa Susana Mountains.	Future development permitted by the Calabasas General Plan will result in the alteration of existing biological habitats, and in the loss of natural habitat areas. As a result, there could be a decrease in biological diversity, including loss of native flora and fauna.	Within designated habitat areas of fully protected species subject to State or federal law, disturbance of biotic resources shall be avoided. Within riparian areas and wetlands and wildlife linkages/corridors (listed under item C.2, page IV-42) subject to State or federal permits are to be preserved in place or replaced. Within habitat areas of animal species, which are proposed as endangered or threatened (listed under item C.3, page IV-42) are to be preserved in place or replaced. Within any of the areas described in the last two measures above, development projects shall not result in a measurable reduction in species diversity or a loss of breeding and roosting areas resulting in a reduction in the reproductive capacity of biotic resources. Within habitats of plants listed by the California Natural Diversity Data Base as "special" or "of concern," if such plants are present, development projects shall not result in a reduction in the number of these plants. New development shall be required to provide a buffer zone adjacent to areas preserved pursuant to the above mentioned mitigations.

Existing Setting	Impacts	Mitigation Measures
Natural and Cultural Resources The California Division of Mines and Geology has classified the majority of the General Plan study area as "MRZ-3," denoting lands containing mineral resources whose significance cannot be determined from available data. The General Plan study area has a long history of Native American habitation, as evidenced by a substantial number of recorded archaeological sites. Because the entire study area has not been surveyed for archaeological resources, it is likely that there are additional sites present within Calabasas and the general study area. Several of the geologic formations within the Calabasas are known to have yielded important paleontological resources, and are, therefore, considered to be sensitive. In addition, there are a number of significant historical structures within Calabasas, including the Leonis Adobe.	Implementation of the General Plan will result in future development within specific locations, accompanied by a loss of natural resources within the City and its General Plan study area. Impacts on Biological Resources are discussed in Section IV-C of this document, while open space is discussed in Section IV-E. Future development permitted by the General Plan also has the potential for impacting cultural resources (both prehistoric and historic).	Historic structures shall be managed through preservation or adaptive reuse, where feasible. Prior to approving discretionary development, City staff shall review the cultural resource sensitivity of any property proposed for development by consulting available inventories of prehistoric and historic sites. Phase I investigations shall be required where there is a potential impact to subsurface resources. Where appropriate, Phase II investigations will also be required. The Phase II report shall include a plan for mitigation complying with Appendix K of the 1993 CEQA Guidelines if significant deposits or historic buildings or sites are encountered. If determined eligible under the 1993 CEQA Guidelines, impacts to a significant historic or prehistoric archaeological site or standing structure shall be mitigated through a Phase III (subsurface testing or architectural documentation) data recovery program.
Land Use Calabasas is primarily known as a suburban residential community; however, there are also substantial areas devoted to rural residential use, as well as emerging business park areas. Currently, dedicated and uncommitted open spaces comprise that largest land area within the City and its General Plan study area.	The Calabasas General Plan identifies areas appropriate for future development, and includes policies and performance standards for that development. At build out of the General Plan, the number of dwelling units within the study area will increase by 3,676 units to a total of 12,240 dwelling units. Of this increase, 1,423 units have already been approved. Within the City, General Plan build out will increase the number of dwelling units by 2,340 to a total of 10,197. Of this increase, only 968 units will result from future development review.	Because the impacts associated with land use changes within the General Plan study area are related to earth resources, aesthetics/light and glare, transportation and circulation, air quality, noise, public services and facilities, utilities, and human health and risk of upset, mitigation measures for impacts associated with land use changes are contained in those sections of the EIR.

Existing Setting	Impacts	Mitigation Measures
Land Use (Cont'd)	General Plan build out will also increase the amount of commercial/industrial building space within the General Plan study area by 5.1 million square feet (3.6 million square feet within the City). Of this increase, existing development approvals and development agreements account for approximately 3.4 million square feet of future commercial/ industrial development in the General Plan study area (2.8 million square feet in the City). The result of this future development will be a decrease in the amount of open space within the City and General Plan study area. The total amount of open space will decrease from 15,586 acres (5,552 acres in the City) to 13,723 acres (4,113 acres in the City).	
Population Rapid population growth characterized the Calabasas area through the 1980s. By 1990, Calabasas' population was 18,527 within what is now the City of Calabasas, and 1,784 within the General Plan study area. As of January 1993, City population is estimated to have grown to 19,857 within the City and 1,904 within the unincorporated portions of the General Plan study area.	Implementation of the General Plan will increase the population of the General Plan study area by 10,424 persons from 21,761 to 32,185 (43.6 percent increase), including a population increase within the present City limits of 8,080 from 18,527 to 26,607 at build out (43.6 percent increase).	Mitigation measures for impacts associated with the increase of population within the General Plan study area are related to circulation/transportation, utilities, public services and facilities, human health and risk of upset, air quality, land use, housing, biological resources, natural and cultural resources, earth resources, and water, and are included in those sections of this EIR.
Housing Calabasas is primarily a community of single family detached homes. With over three-quarters of its housing consisting of single family detached dwellings, Calabasas exceeds the Los Angeles County average for single family by over 20 percent. Median home values in Calabasas are among the highest in Los Angeles County; in 1990, the City's median home value ($450,000) was twice that of the County as a whole ($223,000).	Implementation of the General Plan will result in the construction of up to 3,676 new dwelling units within the General Plan study area through General Plan build out (2,340 units within the City). Of these, a total of 1,423 new dwelling units will occur within the General Plan study area in previously approved projects (1,372 within the City).	Mitigation for impacts associated with the increase in the number of dwelling units within the General Plan study area are related to circulation/transportation, utilities, public services and facilities, human health and risk of upset, air quality, land use, housing, biological resources, natural and cultural resources, and water, and are included in those sections of this EIR.

Existing Setting	Impacts	Mitigation Measures
Aesthetics and Light and Glare Calabasas' oak studded, natural hillsides, woodlands and natural creeks are the community's dominant visual features. Large natural areas remain along the Ventura Freeway, emphasizing the community's semi-rural character. The City has adopted a scenic corridor ordinance to protect visual resources along identified corridors, including Mulholland Highway, Las Virgenes Road, Old Topanga Canyon, and the Ventura Freeway. Because it is a semi-rural community, existing sources of light and glare are primarily limited to the City's commercial areas.	Implementation of the General Plan will introduce development forms into areas that are now in a natural condition, thus changing the visual character of the land within areas designated for urban and rural development on the General Plan Land Use map. Significant environmental features, such as ridgelines and natural skylines, will not be impacts, and will be preserved in their condition. In addition, new development within the City and its General Plan study area will introduce new sources of light and glare. However, the imposition of General Plan performance standards will reduce potential light and glare impacts to a level of insignificance. The General Plan defines a lack of night lighting and existing dark night skies as one of the features that combine to create Calabasas' unique character, and are, therefore, to be preserved. In addition, as mentioned above, design guidelines, including a specific performance standard for preserving dark night skies has been included in the General Plan to assist in minimizing the effects of light and glare.	**Aesthetics** Proposed projects shall preserve those features (listed on item H.1, page IV-74) which combine to create Calabasas' unique character. Proposed development projects shall promote the establishment and maintenance of additional features (listed on item H.2, page IV-74) to enhance community character. New developments shall establish an architectural and siting design theme compatible with surrounding existing and planned developments. New developments shall create pleasing transitions to surrounding development. Require that new developments respect the identified views and view corridors of existing developments. New developments and uses shall be of such a scale that they will not diminish the reasonable enjoyment of adjacent properties by providing adequate setbacks and buffer areas. The bulk and design of new residential dwelling units in neighborhoods comprised of small "cabin" lots shall be such that new structures preserve natural resources and the scenic beauty of the area's hillsides. The intensity of new business/office park development shall be limited to that which is consistent with Calabasas special character and its semi-rural image. **Light and Glare** The intensity of original light sources shall be reduced to a minimum necessary to carry out required functions and provide security. Light sources shall be shielded to avoid impacts on adjacent properties, and directional lighting shall be used.

Existing Setting	Impacts	Mitigation Measures
Transportation and Circulation The majority of roadways within the Calabasas General Plan study area are oriented in a north-south direction. The Ventura Freeway is the primary east-west route connecting the western and eastern portions of Calabasas' developed areas. Generally, traffic flows freely through Calabasas with the exception of peak travel hours. During peak hours, several roadways and intersections, including Calabasas' three freeway interchanges, operate at unacceptable levels of service. A specific regional traffic issue of concern is "Z" traffic, which is characterized by traffic travelling from areas to the west exiting the Ventura Freeway and using City roadways such as Lost Hills Road and Las Virgenes/Malibu Canyon Road to Pacific Coast Highway as a means of travelling to Malibu, Santa Monica, and West Los Angeles.	Build out of the Calabasas General Plan will result in significant increases in traffic on the Ventura Freeway and area roadways. As illustrated in Table IV-14, the majority of traffic within the General Plan study area at build out will result from existing development, as well as from development projects and development agreements that preceded the General Plan. The General Plan balances the need to increase the traffic carrying capacity of area roadways with the need to preserve significant environmental features (e.g., natural hillsides, biological habitats/linkages) and protect existing residential neighborhoods from intrusion of significant traffic. As a result, assuming build out of the General Plan land use map at its maximum intensities, traffic from future development, when added to existing traffic volumes and future increases in through traffic (traffic having neither an origin nor destination within the study area -- i.e., "Z" traffic), will exceed the ability of the planned roadway system to function with an optimal level of service (Level of Service B within rural areas and Level of Service C within urban areas).	The roadway improvements shown in Tables IV-15 (page IV-91 and IV-17 (page IV-91) of the General Plan EIR shall be constructed in conjunction with or prior to adjacent development. To the extent feasible, the City of Calabasas shall strive to achieve and maintain the roadway performance objectives outlined in Figures V-1 through V-7 of the General Plan through implementation of its capital improvements program and where existing development will cause those objectives to be exceeded. Bicycle paths depicted in the Calabasas General Plan Bikeway Map shall be provided concurrent with adjacent road construction. If requested by the Metropolitan Transit Authority, transit amenities shall be provided concurrent with adjacent roadway construction.
Air Quality As is the case for all of the South Coast Air Basin, State and federal air quality standards are frequently exceeded in the Calabasas area. Calabasas is fortunate in that prevailing sea breezes provide a moderating influence, and it is anticipated that ***local*** air quality is better than that which is measured downwind at Reseda, the closest monitoring station to the General Plan study area. There are no significant air pollutant point sources within the City or its general study area.	As a result of new development that will occur as permitted by the General Plan, air pollutant stationary and mobile source emissions associated with land uses within the City and its General Plan study area will increase. Although the majority of the increase in future pollutant emissions will occur as the result of previously approved and committed development projects, there will also be increases in pollutant emissions occurring as the result of additional development allowed by the General Plan	All proposed development projects will be required to implement the circulation/transportation and energy conservation mitigation measures contained in the Calabasas General Plan EIR. All proposed development projects are outlined in Table IV-20. In addition, development projects which propose development intensities greater than the basic development intensity outlined in the General Plan shall be required to achieve the air pollutant emission reductions outlined in

Existing Setting	Impacts	Mitigation Measures
Air Quality (Cont'd)	beyond that which currently exists or is approved (see Table IV-19). This incremental increase in emissions exceeds SCAQMD significance thresholds for carbon monoxide, hydrocarbons, and nitrogen oxides. An analysis has been conducted of the consistency of the proposed Calabasas General Plan with the South Coast Air Quality Management Plan (AQMP), and has concluded that the General Plan is consistent with the AQMP.	Table IV-21. Air pollutant emission reductions shall be calculated based on the SCAQMD's CEQA *Air Quality Handbook*.
Noise The Ventura Freeway is the primary noise source within Calabasas, generating a 65 dBA CNEL contour that stretches up to 4,129 feet from the freeway right-of-way. Las Virgenes Road, Calabasas Road, Parkway Calabasas, Old Topanga Road, and Mulholland Highway also generate substantial noise. There are no significant stationary noise sources within the General Plan study area.	One effect of future traffic increases resulting from the future development will be increase noise levels along the Ventura Freeway and area roadways. The noise increases that are expected to occur at 100 feet from the freeway and area roadways are shown in Table IV-25. As illustrated by the Table, the large majority of future noise increases that will occur within the City and its General Plan study area will be the result of previously approved/committed development, as well as increases in through traffic.	Adequate mitigation (as listed on item K.1, page IV-128) shall be provided to reduce noise levels below the thresholds as described below: • Development projects which will potentially cause an exceedance of the interior/exterior noise standards outlined in Table IV-24. • Development projects located within an area which exceeds the standards outlined in Table IV-24 or would potentially increase CNEL noise levels within a rural land use by more than 4.0 dBA or more than 2.0 dBA within an urban area.
Public Services and Facilities Calabasas is served by the Las Virgenes Unified School district, which operates four elementary schools (K-5), one middle school (6-8), one high school (9-12), and one continuation high school within the General Plan study area in addition to schools in Agoura Hills and Westlake Village. In addition, the District serves the City of Hidden Hills,	The future development envisioned by the General Plan will increase the demand for public services and facilities. At build out, there will be an increase of 2,113 elementary (K-5) students, 744 middle school (6-8) students, and 633 high school students. Of this projected increase, 40.6 percent will occur as the result of previously approved and	Development projects within the City of Calabasas shall not result in a quantifiable reduction in the level of educational facilities provided to existing development. Prior to approval of any new development or redevelopment project, the applicant shall review the proposed project with representatives of the Calabasas School District, Calabasas

Existing Setting	Impacts	Mitigation Measures
Public Services and Facilities (Cont'd) as well as adjacent unincorporated areas. Area schools generally operate at or above their capacity. Library services are provided by the Los Angeles County Regional Library System. There is currently a small library facility within City Hall. Fire Protection is provided by the Los Angeles County Consolidated Fire Protection District through three stations in the General Plan study area. Law enforcement services are provided by the Los Angeles County Sheriff's Department from the Lost Hills Station, which is located on Agoura Road at the western city limits. The majority of the General Plan study area is located within the Santa Monica Mountains National Recreation Area, within which are a total of 26 officially designated parks, preserve locations, beaches, and natural areas. In addition, the State of California operates the 7,000 acre Malibu Creek State Park in the southern portion of the General Plan study area. In addition, the City of Calabasas maintains a small inventory of local parks, including the Calabasas Tennis Club. Approximately 42 private residential enclaves include private parks and recreational facilities that are managed by homeowners' associations.	committed development projects. Within the existing city limits, student enrollment will increase by 1,241 elementary (K-5) students, 422 middle school (6-8) students, and 380 high school students. Of the projected increase within the existing City limits, 63.3 percent will occur as the result of previously approved and committed development projects. Implementation of the General Plan will also increase demands on library services in proportion to population increases (see Section IV-F). The demand for parks and recreation facilities will increase in a proportion greater than population increases as the City creates recreation programs aimed at local workers. Demands on fire and police protection will increase as the result of residential, commercial, and business park development.	Parks Department, Los Angeles County Fire Department, and Calabasas Police Department to determine whether all needed facilities and services for the project will be provided in a timely manner. The City shall conduct an annual review of local and areawide police and fire facilities and service to determine facility, staffing, and equipment needs to serve existing and anticipated new development.
Utilities Water facilities within Calabasas are operated by the Las Virgenes Municipal Water District (LVMWD). The District purchases imported water supplies from the Metropolitan Water District (MWD), and distributes water throughout the General Plan study area through a network of underground water mains.	The development envisioned by the General Plan will increase demands on utility services within the City and its General Plan study area. There will be a need to protect new development from flooding hazards, necessitating the development of drainage and flood control facilities. Because the General Plan emphasizes preservation of open areas and	Development projects shall be required to: • Construct and/or pay for the new on-site capital improvements that are required to support the project • Ensure that all new off-site capital improvements that are required by the project are available prior to certificates of occupancy

Existing Setting	Impacts	Mitigation Measures
Utilities (Cont'd) According to the District, there are no gaps or problem areas with respect to the water distribution system. LVMWD is also responsible for wastewater treatment and trunk sewers for wastewater collection within the City and its General Plan study area. Wastewater is treated at the Tapia Water Reclamation Facility, located on Malibu Canyon road approximately five miles south of the Ventura Freeway. Reclaimed water from the plant is pumped into distribution lines and used extensively for landscape irrigation. Electricity is provided by Southern California Edison, which maintains an extensive network of distribution lines within the area. Natural gas is provided by The Gas Company, which also maintains an extensive network of distribution lines. Telephone service is provided by Pacific Bell. Solid waste collection is provided by private companies, and is disposed of at the Calabasas Landfill, which is located in the northwestern portion of the General Plan study area.	landscaping within new development, and emphasizes avoidance of hazardous areas over the construction of these facilities, future impacts on flood control facilities should be minimal. Tables IV-29 through IV-33 quantify the impacts associated with existing and future development, as envisioned by the General Plan, for water, wastewater, electrical, natural gas, and solid waste services. As can be seen from these tables, the majority of the impact from build out of the General Plan results from existing development, as well as development approvals and development agreements that preceded the General Plan. In addition, build out of the Calabasas General Plan will increase the need for telephone services commensurate with the expansion of the City's and General Plan study area's residential, commercial, and business park sectors. In addition to increased demands for conventional residential and business telephone services, build out of the General Plan will increase demands for establishment and expansion of fibre optic lines to serve increasing numbers of businesses and telecommuters who utilize computer equipment on a daily basis.	• Be phased so as to ensure that the capital facilities used by the new development are available prior to certificates of occupancy. • Ensure that the level of service provided to existing development will not be further impacted by the new development.
Human Health and Risk of Upset Because Calabasas is primarily a residential community, concentrations of industrial uses which might use, store, or generate substantial amounts of hazardous materials are not present within the study area.	As commercial and business park uses locate within the City and its General Plan study area and as new residential uses are constructed pursuant to the General Plan, the potential for storage, use, and	**Human Health** The City of Calabasas shall require that all commercial, office, and business park uses comply with the provisions of the Los Angeles County Hazardous Waste Management Plan and the most current amendments to the California Code of Regulations, Title 22.

Existing Setting	Impacts	Mitigation Measures
Human Health and Risk of Upset (Cont'd)	generation of hazardous materials will increase. However, because of the nature of anticipated future land uses, the absence of heavy industries, and ongoing regulation and management of hazardous materials, including household hazardous wastes, significant adverse impacts are not anticipated. Although the development of new residential, commercial, and business park uses within the City and its General Plan study could increase the risk during accident conditions, the types of uses that are consistent with the proposed General Plan are not generally associated with major hazardous conditions during an accident. The primary exception to this general observation is the location of the Ventura Freeway. Because it is a major north-south connection within California, there is the potential for transport of hazardous materials along that route, as well the potential for an accident involving the transport of such hazardous materials. An exception to this general observation would be the business park uses that will locate along the Ventura Freeway. Business parks could, but generally do not contain manufacturing processes that could create a significant hazard during an accident.	Concurrent with submittal of development applications, project applicants will be required to submit a history of on-site soil use and a soil survey to determine the potential presence of hazardous substances in the soil. The City of Calabasas shall reduce the risk associated with the accumulation of household hazardous waste by continuing to play an active role in the implementation of the Household Hazardous Waste Program. **Risk of Upset** The City of Calabasas shall maintain readiness to provide emergency services by adopting and implementing a comprehensive City Emergency Operations Plan. The City of Calabasas shall maintain mutual aid agreements with regional emergency agencies to ensure the City's ability to receive assistance when demands for emergency services are greater than that of the City's available resources. The City of Calabasas shall require all new development projects to provide at least two points of ingress and egress to provide adequate access in the event of an emergency situation.

IV. ENVIRONMENTAL ANALYSIS

IV. ENVIRONMENTAL ANALYSIS

The Calabasas General Plan EIR addresses the impacts associated with the short-range and long-term implementation of the General Plan, as well as the impacts associated with changes to the existing land uses. Due to the general nature of the project, environmental impacts can be assessed only in general terms. Individual projects permitted under or facilitated by the General Plan may require subsequent environmental review.

Potentially Significant Impacts. Implementation of the Calabasas General Plan and the land use changes allowed under the Calabasas General Plan will result in potential impacts to all issue areas discussed in the EIR. These impacts are anticipated in the areas of: earth resources; air quality; water quality, supply, and drainage; plant life; animal life; natural resources; cultural resources; noise; light and glare/shade and shadow; land use; population; housing; transportation; risk of upset; public services; energy; utilities; human health; recreation; and aesthetics.

The General Plan seeks to improve the area's environmental quality, while concurrently allowing for the opportunity for higher intensity uses of the land where appropriate. Because these two major goals are not always compatible, the General Plan contains policies directed towards achieving a balance. With implementation of the policies and programs contained in the General Plan, the extent and significance of impacts associated with future development will be minimized.

Effects Found not to be Significant. The Initial Study prepared for the Calabasas General Plan examined all environmental issue areas listed in the CEQA Guidelines sample Initial Study Checklist. Because of the potential unknown environmental effects associated with the General Plan program, the Initial Study (contained in Appendix A to this EIR) found potentially significant impacts associated with nearly all of these issue areas. Two exceptions include Human Health and Aesthetics. However, because these issues are addressed in the Calabasas General Plan, both are addressed in this EIR, despite the initial finding of insignificance. Thus, the General Plan EIR analyzes all environmental areas.

A. EARTH RESOURCES

Build out of the Calabasas General Plan will increase the number of people within an area subject to seismic activity and associated hazards. Much of the General Plan study area is steep, and various locations are susceptible to geologic instability, which creates a hazard for future development. As new development occurs, the potential for soil erosion will occur, and could potentially damage downstream water quality.

ENVIRONMENTAL SETTING

The following is a summary of the earth resources and related geologic hazards relevant to the General Plan Study area.

Topography

The topographical conditions in the Calabasas General Plan study area are varied, consisting of differential hillside terrain with numerous valley and arroyo conditions. Flat or level topography constitutes a small percentage of the terrain within the study area.

The highest elevation within the study area is approximately 2,800 feet in the southernmost portion of the Calabasas General Plan study area, adjacent to Saddle Peak Road. The lowest elevation, approximately 500 feet in elevation, occurs in the southwestern portion of the study area at Las Virgenes Road/Mulholland Canyon Road and the Monte Nido community.

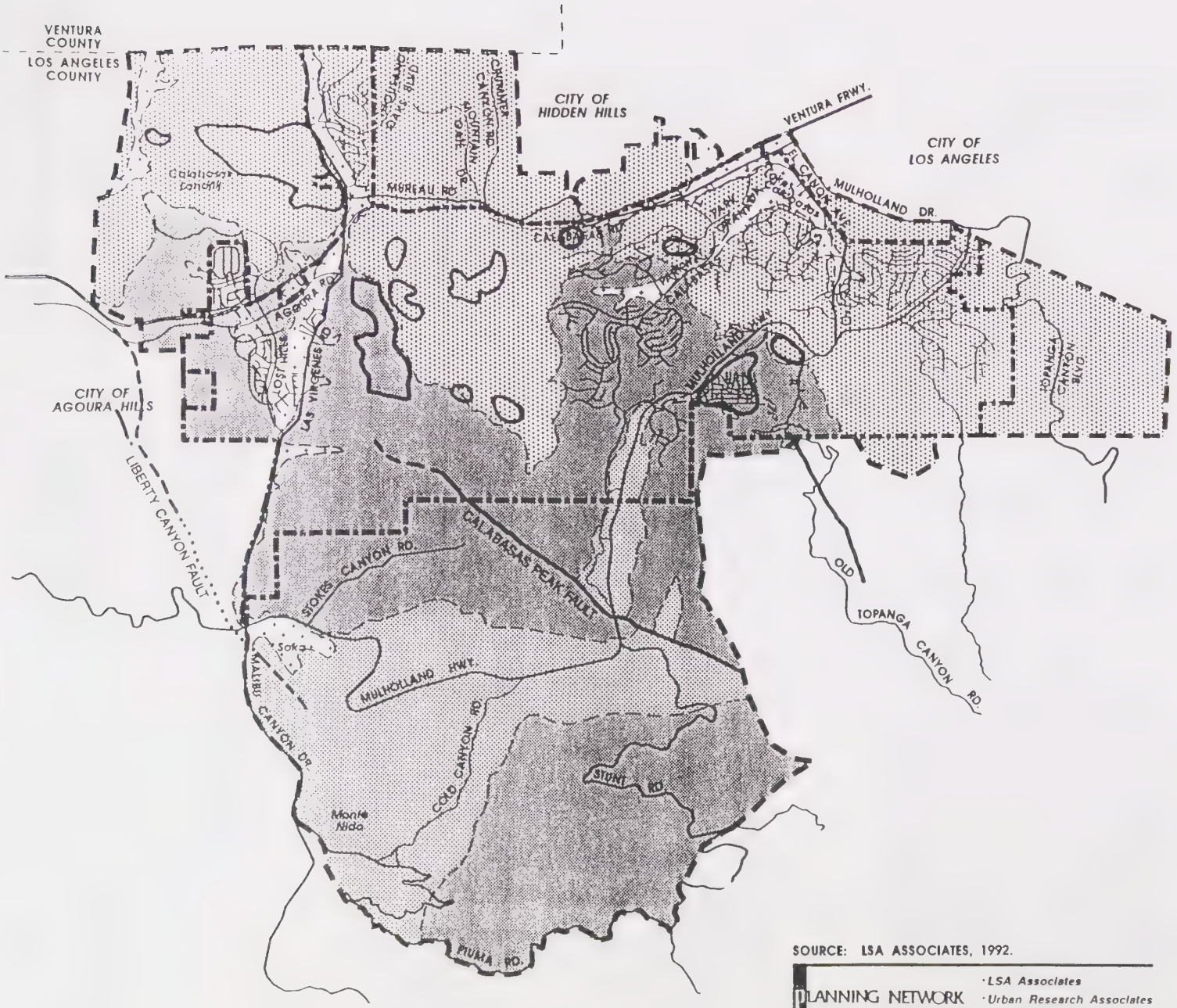
The unique valleys and arroyos that characterize the study area include Topanga Canyon, Cold Canyon, McCoy Canyon, Crummer Canyon, Gates Canyon, Las Virgenes Canyon, Stokes Canyon, Malibu Canyon, and Dark Canyon. Prominent peaks within the study include Saddle Peak and Calabasas Peak. The Calabasas General Plan study area also contains several significant ridgelines.

MAJOR GEOLOGIC FORMATIONS

The Calabasas General Plan study area is situated within the Transverse Ranges Geomorphic Province. This province covers the Transverse Mountain Ranges and structural basins that trend approximately east-west. This trend is unusual when compared with the majority of Southern California mountain ranges, which trend north-south. The tectonic forces that resulted in this mountain building are evident in the complicated geologic structure of the area.

Local geological conditions within the Calabasas study area indicate a geology that is substantially diverse, as evidenced by the hillside and valley characteristics found throughout the study area. Four major geological formations are found within the study area boundaries as presented in Figure IV-1. These include the Modelo Formation, the Topanga Formation (undifferentiated), the Conejo and other Volcanics Formation, and the Younger Alluvium Formation. Descriptions of these formations and their rock units are provided in Appendix D.

In the Calabasas region, the geology that has evolved includes mountains and the higher parts of hills representing structural highs, and valleys and the lower parts of hills reflecting structural lows. Overall, these conditions reflect the north to south stresses creating folds (a curve or bed in the strata) and accompanying thrust faults (a fault which results in movement of one rock unit over another). These stresses have been active at least since middle Miocene time (approximately 22.5 million years ago), when major plate tectonic activity occurred. Plate tectonics is characterized on a global level and consists of large, broad, thick plates (plates composed of areas of both continental crust and ocean crust and mantle) each of which "floats" in the mantle and moves more or less independently of the other plates. Tectonic activity occurred after deposition of the Sespe Formation (a non-marine sandstone located in the Thousand Oaks area), and after encroaching seas had



SOURCE: LSA ASSOCIATES, 1992.

PLANNING NETWORK
- LSA Associates
- Urban Research Associates
- Urban Design Studio

0' 2,000' 4,000' 8,000'

NORTH

CITY OF CALABASAS
GENERAL PLAN

FIGURE IV-1
GEOLOGICAL FORMATIONS

LEGEND

- CITY LIMITS
- SPHERE OF INFLUENCE
- MODELO
- TOPANGA
- CONEJO AND OTHER VOLCANICS
- YOUNGER ALLUVIUM
- FAULT LOCATIONS
- POTENTIAL AREAS OF MASS WASTING / LANDSLIDES

deposited the early Miocene Vaqueros Formation (which underlies the Topanga Formation in the Thousand Oaks area), and the earliest part of the middle Miocene Topanga Formation. The period of plate tectonic activity was accompanied by volcanic activity and may have included great offsets along major faults. Specific evidence for the plate tectonic activity does not seem to be present in the region.

The final, known widespread deposition of marine deposits in the region was during Delmontian time (about ten to nine million years ago). Subsequent to this period, uplift brought the entire region above sea level, and sculpturing of the modern topography began. Tectonic activity and uplift of the region, especially during middle Pleistocene time (about one million years ago), has further refined the geomorphic development. Broad valley areas, apparent terrace surfaces, and benches between 900 and 1,400 feet in elevation in the Thousand Oaks area, similar in elevation to the highest coastal marine terraces, suggest further inundation by possible estuarine waters, possibly about 350,000 to 400,000 years ago (no fossil evidence for this inundation has been uncovered). Such waters undercutting slopes in the region may have triggered some of the still existing, large, ancient landslides. North to south tilting has caused the large landslides to occur on steepened north-facing slopes.

LOCAL FAULTS

Rocks of Miocene age and older in the Calabasas/West Los Angeles County area are cut by a complex system of faults (a surface or zone of rock fracture along which there has been displacement, from a few centimeters to a few kilometers in scale), of which none can be described as a "major fault." The two main fault zones (a fault that is expressed as a zone of numerous small fractures) in the area, are the Malibu coast fault zone, which lies to the south, and the Simi fault zone which lies to the north. Both systems are capable of producing moderate to large seismic events. A third regional fault zone, the Sycamore Canyon-Boney Mountain zone, which breaks up into shorter fault segments in the Thousand Oaks area, also affects the study area. One of the segments in this fault zone, the Boney Mountain Northeast fault, shows possible evidence of mid to late Quaternary displacement. Figure IV-2 illustrates fault locations.

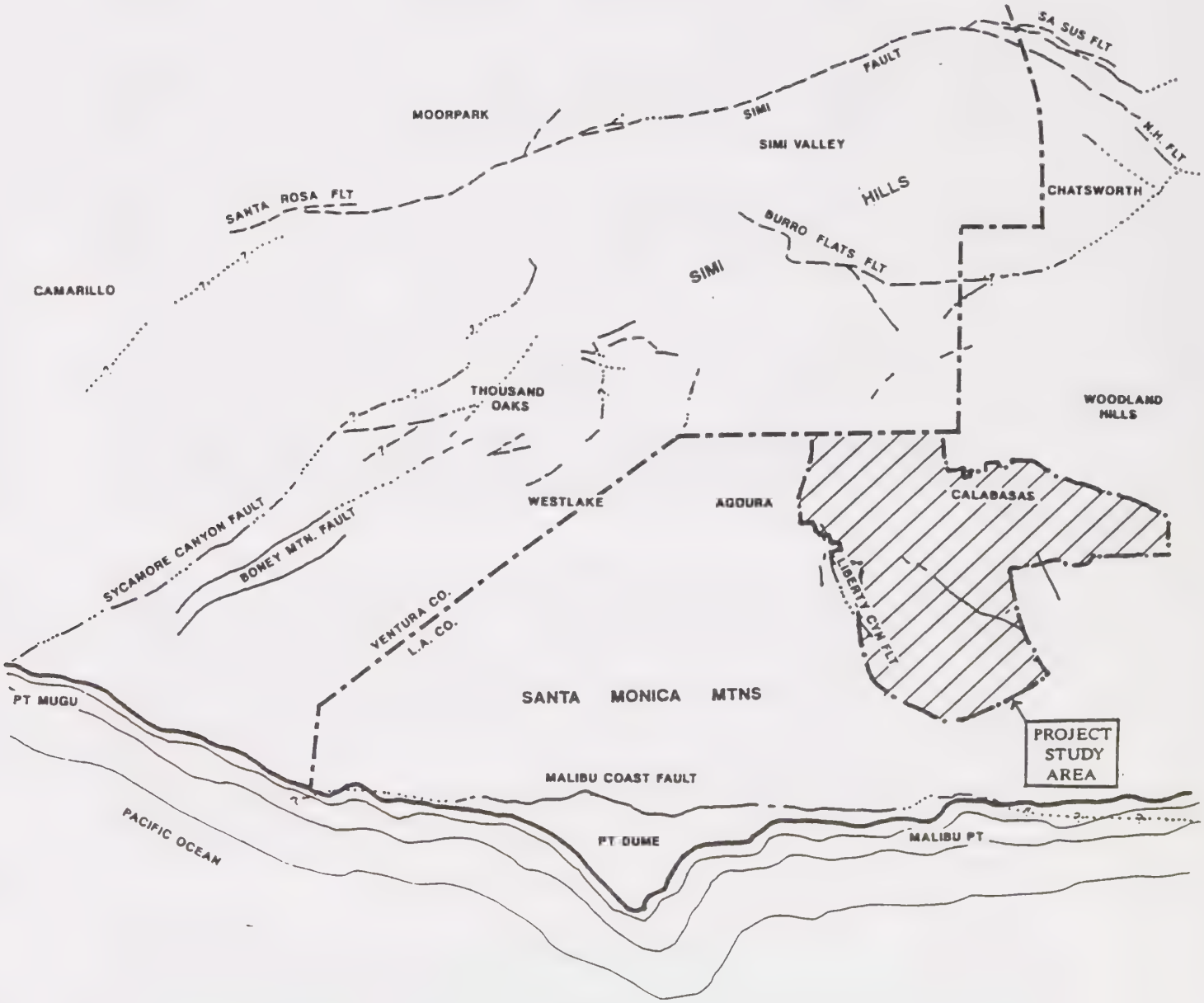
The principal faults and additional fault-related features in the area are described as follows:

- ***Sycamore Canyon-Boney Mountain Fault Zones***. Potentially active faults generally do not occur in the region, but small displacement of late Quaternary age possibly may have occurred along the Boney Mountain Northeast fault. Therefore, this fault possibly should be considered as a potentially active fault.

  The Sycamore Canyon-Boney Mountain fault zones may break up into shorter and weaker fault segments as the zones fade out to the northeast in the north part of the Thousand Oaks area.

FIGURE IV-2

REGIONAL FAULT LOCATIONS



SOURCE: LSA ASSOCIATES, 1992.

- ***Liberty Canyon Fault Zone***. A north-trending fault concealed by alluvium has been mapped in Liberty Canyon. Indirect evidence also suggests that the fault may bend westward in the vicinity of the Ventura Freeway and fade out into bedding of the Topanga Formation.
- ***Possible Faults in North-South Canyons.*** Possible north- to north-northeast-trending concealed faults may occur in Skeleton, Lindero, Las Virgenes, and McCoy canyons according to the Division of Mines and Geology study.

- ***Calabasas (Red Rock) Fault***. This fault extends in a north-northwestward direction. No evidence for this fault in the study area could be found by the Division of Mines and Geology study.

- ***Lake Sherwood Fault***. Mapping for the Division of Mines and Geology study did not disclose evidence for this fault, which extends northeast from a point near Malibu Lake to a point near Liberty Canyon on the Calabasas U.S.G.S. quadrangle map.

- ***Other Regional Fault Systems***. Several other faults in the region may also affect the Calabasas study area, even though these faults may be a considerable distance from the City. These include the San Andreas Fault (approximately 40 miles from the study area), the Sierra Madre-San Fernando-Santa Susana Fault complex (approximately 15 miles from the study area), the Newport-Inglewood Fault system (approximately 20 miles from the study area), and the Malibu Coast Fault System (approximately 4-5 miles from the study area.

There are no known active faults within the Calabasas General Plan study area boundaries. Ancient inactive faults exist in various locations throughout the study area (as described above) but do not present significant hazards to planned land use or development. Nonetheless, insufficient data exists on a city-wide basis to unequivocally determine if the faults contained within or near the study area are potentially active. Therefore, where faults are known to extend into the study area, additional field investigations are required to determine the age of the earth material that is displaced on either side of the fault extension. Generally, if the displaced earth material is more recent than 11,000 years (Holocene period), the fault is considered active (and located in an Alquist-Priolo Special Studies Zone). Faults displacing material that is 11,000 years to 1.6 million years in age (the end of Quaternary period) are considered potentially active, and faults displacing material beyond 1.6 million years in age are inactive.

EARTHQUAKE MEASUREMENT

One method of measuring the magnitude of earth movement is the Richter Scale. This scale measures the magnitude (M) of energy released by an earthquake. The Richter Scale is a logarithmic scale whereby an increase of 1.0 on the scale represents an increase of about 32 times the amount of energy released. Thus, an M 6.0 earthquake releases 32

times as much energy as an M 5.0 event. This is the most common scale used to compare the "size" of earthquakes, as it is an objective measure based on the energy released by a particular earthquake.

SEISMIC SHAKING

In the Calabasas region, seismic shaking that can occur as a result of a large regional earthquake or of a great, relatively distant earthquake is considered potentially destructive. In Calabasas, the most severe damage from shaking would result to structures located on fills not meeting engineering standards for compaction or foundation design. Severe seismic shaking could also activate landslides, especially during wet weather, and possibly trigger displacement along relatively minor faults.

Although the Calabasas-Agoura-Eastern Thousand Oaks area lies well within the region of Southern California where large earthquakes have taken place, the area has not been an epicenter of a large historic earthquake. Table IV-1 provides an accounting of the seismic activity that has occurred in the region in recent historical times.

Table IV-1
Regional Historic Seismic Activity

Earthquake Location	Intensity	Date of Occurrence
Northridge	6.7	1994
Pt. Mugu	5.7	1973
San Fernando	6.5	1971
Wheeler Ridge	7.7	1952
Santa Barbara	5.9	1941
Santa Barbara	6.3	1925
Newhall	± 6	1893

Source: LSA Associates, Inc., 1994.

Northridge Earthquake

The Northridge Earthquake occurred at 4:30 a.m. on Monday, January 17, 1994, the annual Martin Luther King holiday. Countywide, this earthquake resulted in at least 56 deaths, and property damage estimated at $13 to $20 billion (California Department of Finance, as reported in *California Geology*, March/April, 1994). The quake had an initial Richter magnitude of 6.7, with many aftershocks, several of which measured over 5.0 on the Richter scale. The earthquake's epicenter was located in the San Fernando Valley,

approximately one mile south of the California State University at Northridge, and about ten miles from the City of Calabasas.

The City of Calabasas' Building and Safety Department has performed approximately 1,500 inspections based on damage caused by the Northridge Earthquake, and has "red tagged" 4 single family residences and 44 condominium units in the City. The red tag indicates that the buildings cannot be occupied until structural hazards have been repaired. Over 380 building permits have been issued to repair quake damage, at an estimated value of $9.4 million as of November 1, 1994 (Joan Gilmore, City of Calabasas Building Department, pers. comm. November 14, 1994). It is still possible that more inspections and permits will be requested to make repairs due to earthquake damage.

The bridge that carries Las Virgenes Road over the US 101 Freeway was also damaged by the Northridge Earthquake. The bridge's abutments were compressed, and separated from the bridge structure, resulting in a vertical offset of six to eight inches. This damage was rapidly repaired by the County of Los Angeles Public Works Department. Caltrans has indicated that damage to the bridge structure itself was so minor that no report of damage was filed. (Pers. comm. Ben Vorobieff, Chief Inspector, Structures, November 14, 1994.)

Evidence of damage was particularly noticeable at the LVMWD headquarters, where a crack formed in the structure of the District's office, and a differential of approximately two inches could be seen in the ground outside the existing facility. Adjacent to the office, in an area that was being prepared for construction of a new office building, this differential was closer to four inches. Visible ground cracking occurred in a line from the LVMWD headquarters across Las Virgenes Road through the parking lot of the LVUSD and into an adjacent condominium project, where the majority of the City's "red tags" were issued.

Scientists are now reporting that the northern San Fernando Valley experienced ground lifting of up to two feet, and that this previously level area has been permanently deformed. (Ross Stein, U.S. Geological Survey, quoted in the November 3, 1994 *Los Angeles Daily News*.)

Likelihood of Future Earthquakes

Based on historical records, major earthquakes most likely to affect the area within the next 50 to 100 years would be one of the following:

- A magnitude six to seven earthquake on the potentially active Malibu Coast Fault system.
- A magnitude six to seven earthquake on the active Sierra Madre-San Fernando-Santa Susana fault complex.
- A magnitude six to seven earthquake on the active Newport-Inglewood fault system.

- A magnitude eight or greater on the San Andreas Fault system located to the northeast of the study area.

It is anticipated that these earthquakes could produce peak ground accelerations within the underlying bedrock materials on the strong motion scale of 0.1g (gravity) which is considered low to moderate intensity, to 0.4g which is considered moderate intensity. This falls within an intensity range which does not require unique or special foundation design or building construction techniques. Peak accelerations over 0.5g do require special structural augmentation.

The two faults closest to Calabasas on which moderate to large earthquakes might be expected to occur are the Simi fault zone to the north and the Malibu Coast fault to the south. These faults are similar to the San Fernando fault zone to the east (the site of the 1971 San Fernando earthquake) which also strikes roughly east and demonstrates reverse movement from north to south. Geologic mapping by the Division of Mines and Geology along this zone after the earthquake revealed previous thrusting of bedrock over older alluvium of late Quaternary, pre-Holocene age, as they occur along both the Malibu Coast and Simi fault zones.

Strong seismic shaking caused by an earthquake on the Malibu Coast fault might trigger ground breakage along small faults that are apparently unrelated to the causative fault of the earthquake. Strong shaking from such an earthquake would cause considerable heaving and probable liquefaction (a temporary transformation of earth material into a fluid mass caused by a collapse of the structure by shock or strain, e.g., by earthquake) and consequent settling or sliding of some water-soaked or partially wet colluvium, alluvium, and artificial fill although the liquefaction potential in Calabasas is low. Some modern hillside fills on which residences are constructed might fail, as they did in the Granada Hills area during the San Fernando earthquake. If, at the time of an earthquake, the terrain were also soaked by heavy rains, renewed sliding of many older landslides probably would occur. Precariously perched boulders, in volcanic rock and Upper Cretaceous sandstone locations could shake loose and roll down slopes. Rock debris could shake down on steep slopes of resistant sandstone and cherty shale which overlie softer rocks. These slopes lie north of the Ventura Freeway to the west of Las Virgenes Canyon, and south of the freeway to the east of Las Virgenes Canyon.

An additional regional fault zone which may be potentially active is the Burro Flats-Reservoir fault zone, which lies about four miles north of Calabasas. This fault is significant because, along with the Northridge Hills and one additional northwest-tending fault, it may displace Upper Quaternary alluvial sediments in the northwest corner of the San Fernando Valley and, therefore, could be potentially active. Portions of these faults are within a northeast-trending zone of seismic activity which extends from Point Dume on the southwest to Palmdale on the northeast. The zone, which is nearly four miles wide, extends from Liberty Canyon on the southwest to beyond Laskey Mesa on the northeast.

Evidence suggestive of movement along the Boney Mountain Northeast fault is a prominent northeast-trending escarpment 50 to 75 feet high, nearly two miles in length, in a southwest-trending tributary of Arroyo Conejo. An escarpment is described as a long,

more or less, continuous cliff or relatively steep slope facing in one direction, breaking the general continuity of the land by separating two level or gently sloping surfaces, and produced by erosion or faulting.

Most features of older construction that have led to earthquake damage, especially lack of reinforcement in adobe and brick buildings, are no longer permitted in new construction. Most of the construction in the Calabasas area had taken place since 1950, and is, therefore, subject to considerably less potential danger than areas with older construction. Most residential construction in Calabasas has occurred during an era when building codes required more earthquake resistant construction techniques and standards. This does not mean, however, that considerable damage would not occur in Calabasas during severe shaking caused by earthquakes even as far as 50 or more miles away. Nonetheless, there are portions of Calabasas that pre-date 1950, such as the northeastern portion of Calabasas near the Los Angeles City boundary, as well as other small pockets of development located primarily in the hillsides. These areas are more likely to contain structures that could be impacted by earthquake activity.

MASS WASTING

Mass wasting is a general term for the dislodgement and downslope gravitational transport of soil and rock material. It includes such displacements as creep (the slow, gradual deformation of the rock materials under the gravitational stresses), solifluction (the slow, viscous, downslope flow of waterlogged soil), and rapid movements such as mud and debris flows, and landslides. Mud flows are described as a mass movement landform and a process characterized by a flowing mass of finely-grained earth material possessing a high degree of fluidity during movement. Debris flows are a high density mudflow containing abundant coarse-grained materials, and resulting from an unusually heavy rain. Landslides are generally defined as covering a wide variety of mass movement landforms and processes involving the moderately rapid to rapid downslope transport of soil and rock material by means of gravitational stresses.

The features of mass wasting in the Calabasas area range upward in magnitude from expansive and creeping soils and slope wash, to several relatively large, ancient, bedrock landslides. Most of the expansive soils and slope wash and the principal landslides occur in the lower and middle part of the Modelo Formation, and also include parts of the Topanga Formation. Features of mass wasting are common in most of the areas where these folded rocks are exposed, but are most common in the terrain of prominent hills cut by south-trending canyons such as Las Virgenes Canyon in Calabasas. Figure IV-1 illustrates the locations in Calabasas that are subject to mass wasting and landslides.

Many deep-seated landslides are common in north- and east-facing slopes, mainly because of the influence of continued regional tilting upward to the north-northeast. This tilting has caused streams to gravitate toward south and west sides of canyon and valley bottoms, where they have undercut north-and east-facing slopes, and caused such slopes to be relatively steeper and more prone to sliding than slopes on the opposite sides of the

affected valleys and canyons. In addition, the relatively greater amount of moisture retained on north-facing slopes has probably also influenced sliding.

One of the largest ancient landslide masses occurred on north-facing slopes northwest of Brents Junction in the Calabasas area. This landslide involves relatively contorted and generally folded, but mostly gently dipping shale bedrock of the lower part of the Modelo Formation.

A second large landslide feature consists of a group of closely related landslides on the east side of the Las Virgenes Canyon, southeast of Brents Junction in Calabasas. These landslides extend westward, away from the steep cliff terrain which is characteristic of the outcrop of the siliceous shale of the lower part of the Modelo Formation, near where it overlies the Topanga Formation. Small landslides derived from these larger landslide masses occurred during the winters of 1968-1969 and 1969-1970.

Additional, relatively large landslide masses occur in the steep, west-facing slopes of Cheseboro Canyon and in the upper part of Las Virgenes Canyon just over the boundary into the Ventura County. A possible large ancient landslide may underlie part of the area on which Calabasas Highlands is developed, as indicated in the State Division of Mines and Geology Open File Report 84-1. This has been identified as a feature of approximately 50 acres on the southside of Dry Canyon that is suggestive of an ancient northwest-facing landslide. If the feature is a landslide, it may be partially stabilized at its toe in Dry Canyon by alluvium and fill buttressing of the canyon. According to the City of Calabasas Building Department, the area continues to be affected by unstable earth conditions.

IMPACTS

Build out of the proposed General Plan will require grading and, therefore, could affect the stability of geologic conditions. The Calabasas area, like most of Southern California, is subject to seismic shaking from events that could occur from a large earthquake, thus causing peak ground accelerations of moderate intensity.

This area is not located within an Alquist-Priolo Special Studies zone, and there are no active faults known to be within the study area boundaries. Although local faults extend through the study area, none present significant hazards to planned land use or development. Nonetheless, insufficient data exists on a city-wide basis to unequivocally determine if the faults contained within or near the study area are potentially active. Therefore, where faults are known to extend into the study area, additional field investigations will be required for future development to determine the age of the earth material that is displaced on either side of the fault extension.

Earthquakes that have occurred in the region are considered potentially destructive, particularly where structures are located on fill materials that do not meet current engineering standards.

When future development projects consistent with the proposed General Plan are submitted to the City, there is some potential for persons to be subjected to hazards during a geologic event. The imposition of project specific environmental review requirements, including additional geotechnical evaluations, as well as application of standard engineering practices and conformity to the City building code, is generally sufficient to protect persons and property from most of the hazards associated with most geotechnical activities. However, this is not always the case, and site-specific conditions sometimes result in hazards even with implementation of standard engineering practices and conformity to the City building code.

Various locations in the study area are susceptible to geological instability due to the potential for landslide activity. Depending on the physical conditions, development in portions of the City of Calabasas has required certain unusual structural mitigation as needed to stabilize or otherwise protect buildings or infrastructure from unstable conditions. There have been recent incidents of instability and structural damage to existing development, instigated in part, by the significant rainfall in winter, 1992 and 1993, as well as from over-irrigation. In the future, the imposition of geotechnical studies and evaluations for specific projects in areas susceptible to geotechnical uncertainty will serve to protect future investments.

The City of Calabasas and its General Plan study area are characterized by hilly and mountainous terrain. Very few locations in the study area have conditions where the terrain is flat, or where the conditions would not be considered unique. As a result, most of the land in the study area could be considered geologically or physically unique. Future development could have an effect on these conditions, depending on project design and location. The greatest effect would occur where modifications to ridgelines, hillsides/hilltops, and other features with topographic relief are proposed.

As development projects are processed and other activities occur (e.g., infrastructure improvements), the potential changes for areas that are currently in non-committed open space will be covered with development, ultimately having an affect on the soil surface conditions. During construction, changes to the soil erosion characteristics from wind or water may occur. These changes will occur on a project-by-project basis. For the most part, the erosion impacts would be temporary. With the completion of improvements, soil conditions would be substantially stabilized through ground surface improvements (e.g., paving, landscaping, etc.). In addition, future environmental review and mitigation requirements, in conjunction with adherence to the National Pollution Discharge Elimination System (NPDES) permit and South Coast Air Quality Management District (SCAQMD) rule processes, will minimize the effects from water and wind erosion for construction and post-construction periods.

As development projects and other improvements are proposed, storm drain improvements may be integrated into those projects which will assist in controlling erosion and minimizing the effects of siltation. Because the drainage concerns are confined to established flood control channels, significant alterations to those channels are not expected to occur to accommodate future development in Calabasas. Nonetheless, should substantial modifications to both the physical terrain and surface conditions occur in conjunction with

a future development project, the hydrological conditions could be modified. These modifications could alter the bedload characteristics of the regional hydrological regime or balance (i.e., increasing or decreasing the bedload content in runoff), thus potentially affecting downstream stream channel or beach sand conditions.

MITIGATION MEASURES

A.1 Within discretionary development projects that are subject to General Plan consistency findings, the City of Calabasas shall require that all new structures comply with the latest Uniform Building Code seismic design standards, as well as supplemental design criteria necessary to ensure that:

- buildings are designed so as to avoid structural collapse;
- all uses needed for emergency response are designed to withstand sufficient "g" force to remain functional; and
- the guidelines of Table IV-2 of the Master EIR are met.

A.2 Site-specific soils studies shall be required to be submitted concurrent with submittal of grading and/or building permit applications to determine onsite soils and geologic conditions, and to define the site-specific measures that are needed to avoid the unacceptable risks outlined in Table IV-2 of the EIR.

A.3 To prevent future slope failures, discretionary development projects subject to General Plan consistency findings shall be required to meet the following standards:

- achieve a Factor of Safety[1] of 1.5 against shear failure; and
- achieve a Factor of Safety of 1.1 against seismically induced slope failure.

MITIGATION MONITORING

The City of Calabasas shall require new development or (when applicable) redevelopment to submit site-specific soils studies concurrent with submittal of grading and/or building permit applications to determine on-site soils and geologic conditions and to define the site-specific design criteria needed to avoid the unacceptable risks outlined in Table IV-2.

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[1] "Factor of Safety" is the ratio of the resisting force to the driving force. Thus, values greater than 1.0 represent varying degrees of stability, while values under 1.0 represent varying degrees of instability.

Table IV-2
Significant, Unacceptable Safety Risks

		Severity of Consequence[1]				
		Negligible	Minor	Major	Severe	Disastrous
Frequency of Occurrence[2]	Frequent		■	■	■	■
	Likely			■	■	■
	Unlikely			■	■	■
	Rare				■	■
	Extraordinary					

■ Unacceptable Safety Risk.

□ Acceptable Safety Risk.

[1] Severity of Consequence Classifications

Negligible	No significant risk to the public, with no minor injuries and only minor property damage.
Minor	Small levels of public risk, with at most a few minor injuries and minor property damage.
Major	Major level of public risk with up to 10 severe injuries and significant property damage within a limited area or moderate property damage over a large area.
Severe	Severe public risk with up to 100 severe injuries or up to 10 fatalities, with significant property damage over a large area.
Disastrous	Disastrous public risk involving more than 100 severe injuries or up to 10 fatalities, with significant property damage over a large area.

[2] Frequency of Occurrence

	Average Frequency	Description
Frequent	Greater than once a year.	An event which would occur once a year on the average.
Likely	Between once a year and once in 100 years.	An event which would probably happen once in an average person's lifetime or once during the useful life of a building.
Unlikely	Between once in 100 years and once in 10,000 years.	An event which is possible, but is not expected to happen during the useful life of a development project.
Rare	Between once in 10,000 years and once in 1 million years.	An event which occurred on a worldwide basis, but only a few times.
Extraordinary	Less than once in 1 million years.	An event which has never occurred, but which could occur.

Source: Calabasas General Plan, 1994.

B. WATER

Implementation of the Calabasas General Plan will increase the amount of impervious surfaces and decrease the amount of pervious surfaces within the General Plan study area, thereby increasing the amount of runoff and potential flood hazards. As impervious surfaces are added within the City and General Plan study area, the amount of urban runoff carrying various heavy metals and oils will increase, potentially impacting water quality within downstream creeks.

ENVIRONMENTAL SETTING

The following is a discussion of the existing flood control facilities, surface water features, and groundwater resources within the General Plan study area.

FLOOD CONTROL

The Los Angeles County Department of Public Works, Hydraulics and Water Conservation Division provides the City of Calabasas with flood control services at the regional level, with regard to flood hazards, groundwater conditions, flood control maintenance and water conservation. Locally, the City is responsible for providing storm drains and minor flood control to protect residents from nuisance flooding conditions.

A floodways map for the Calabasas area was prepared by the Hydraulics and Water Conservation Division prior to city incorporation which defines the water surface and flood limits for the major drainages in the area. Flood limits for the mapping were based on the Hydraulics and Water Conservation Division 50 year storm criteria. Floodways maps are required by the National Flood Insurance Program. The major drainages encompassed by the map include Las Virgenes Creek and Liberty Canyon. The City of Calabasas recently adopted the floodways map by ordinance in order to participate in the National Flood Insurance Program.

The Hydraulics and Water Conservation Division is responsible for city flood protection where regional or subregional storm drain improvements are needed, provided that the improvements do not directly benefit private development. Regional or subregional service responsibility principally involves County participation wherever flooding hazards could occur. The County plans future flood control improvements according to a Master Plan of Drainage program. This is a dynamic program that allows new facilities and improvements to be added to the list of improvement needs as drainage concerns are identified. The program is not fully implemented, particularly in urban areas where storm drain facilities do not meet current standards. However, in Calabasas, this is not a concern due to the past installation of major flood control facilities and storm drains that adequately convey flood waters. According to the Hydraulics and Water Conservation Division, the Calabasas community is free of problem flooding conditions, although local flooding conditions may exist in times of abnormally heavy rainfall.

In addition, the Hydraulics and Water Conservation Division continues to assume storm drain maintenance responsibilities for facilities that were privately constructed (i.e., for specific development projects) but have since been dedicated to the Hydraulics and Water Conservation Division for maintenance purposes. As an example, the lined segment of Las Virgenes Creek north of the Ventura Freeway and other minor storm drain facilities in the City were constructed by private development and have been dedicated to the Hydraulics and Water Conservation Division for maintenance purposes. It should be noted, however, that not all storm drain facilities are dedicated to the Hydraulics and Water Conservation Division for maintenance. Most remain as City or private development maintenance responsibilities.

According to the Flood Insurance Rate maps published by the Federal Emergency Management Agency, the City of Calabasas study area principally falls into flood Zone C, an area of minimal flooding (in excess of 90 percent of the study area). There are a number of areas that are classified as Zone A, areas with 100-year flooding potential. These areas are located in the immediate vicinity of the canyon bottoms, along the alignments of the primary drainage courses, and are generally very small in size, as indicated in Figure IV-3, 100-Year Flood Zones. Few areas, adjacent to Zone A, are classified as Zone B, which is defined as those areas between 100- and 500-year flooding.

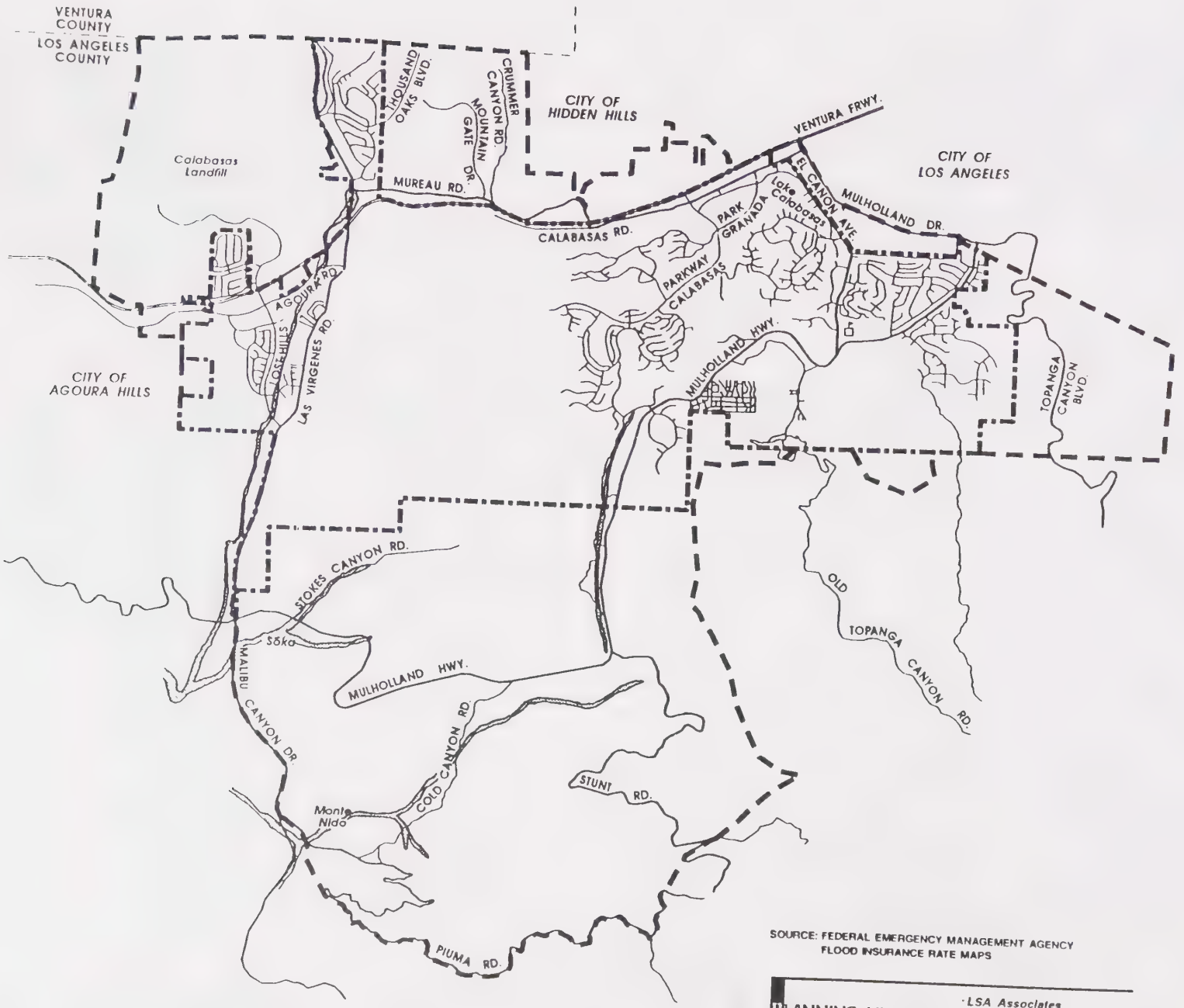
SURFACE WATER RESOURCES AND WATER QUALITY

Four regional or subregional watersheds extend through the Calabasas study area which collect and ultimately convey runoff to the Pacific Ocean. These watersheds include the Las Virgenes Creek Watershed, the Medea Creek Watershed, the Arroyo Calabasas Watershed, and the Topanga Canyon Watershed (see Figure IV-4).

Las Virgenes Creek Watershed

Las Virgenes Creek is a dominant drainage course of both the Las Virgenes Watershed and the regional Malibu Creek Watershed (the Las Virgenes Watershed is included within the Malibu Creek Watershed). Las Virgenes Creek ultimately joins with Malibu Creek to the south of the study area and flows into the Pacific Ocean.

The Las Virgenes Creek Watershed comprises approximately 60 percent of the study area. In addition to Las Virgenes Creek, this watershed includes the Stokes Canyon and Cold Creek Canyon tributaries. Malibu Creek extends into the City of Calabasas from Ventura County to the north, and travels through the City in a north-south direction near the western edge of the study area. Both Stokes Canyon and Cold Creek Canyon intersect Malibu Creek to the south of the city limits. These tributaries flow from northeast to southwest and are principally contained within the General Plan study area.



SOURCE: FEDERAL EMERGENCY MANAGEMENT AGENCY
FLOOD INSURANCE RATE MAPS

PLANNING NETWORK
- LSA Associates
- Urban Research Associates
- Urban Design Studio

CITY OF CALABASAS
GENERAL PLAN

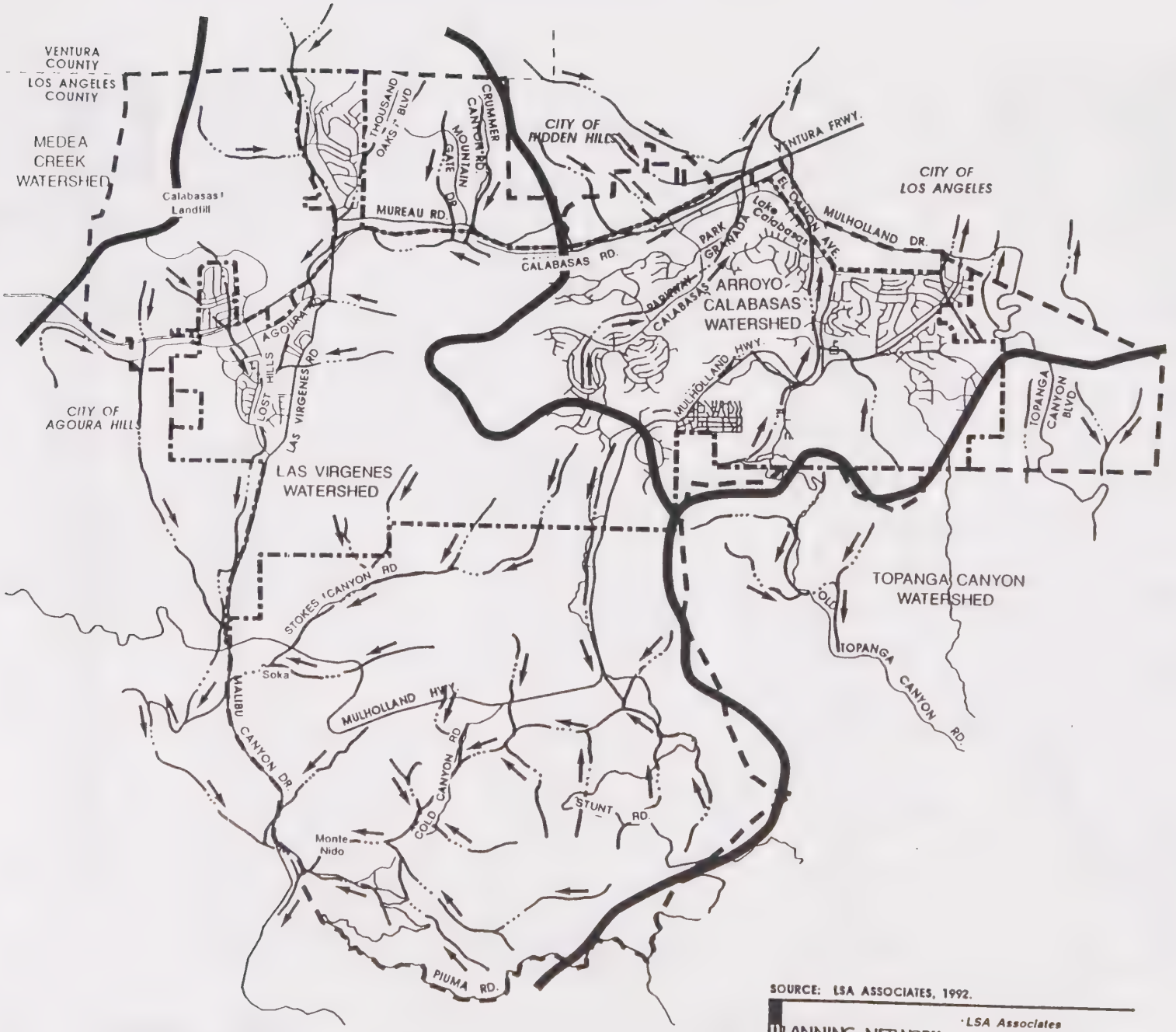
FIGURE IV-3
100-YEAR FLOOD ZONES

LEGEND

- CITY LIMITS
- SPHERE OF INFLUENCE
- AREAS OF 100-YEAR FLOODING

0' 2,000' 4,000' 8,000'

NORTH



SOURCE: LSA ASSOCIATES, 1992.

PLANNING NETWORK
- LSA Associates
- Urban Research Associates
- Urban Design Studio

CITY OF CALABASAS
GENERAL PLAN

FIGURE IV-4
AREA WATERSHEDS

LEGEND
- CITY LIMITS
- SPHERE OF INFLUENCE
- DRAINAGE COURSES
- WATERSHED BOUNDARY
- DIRECTION OF FLOW

0' 2,000' 4,000' 8,000'

NORTH

Medea Creek Watershed

Portions of the subregional Medea Creek Watershed, also contained in the regional Malibu Creek Watershed, drain the northwestern corner of the study area. Cheseboro Canyon, a tributary basin contained within the Medea Creek Watershed, is the only portion of the watershed contained within the study area boundaries. This tributary comprises approximately five percent of the study area. Both Cheseboro Creek and the adjacent Palo Comado Canyon (not contained within the study area) flow into Medea Creek which ultimately intersects with Malibu Creek prior to discharging into the Pacific Ocean.

Arroyo Calabasas Watershed

The subregional Arroyo Calabasas watershed flows into the regional Los Angeles River Watershed to the northeast. The Arroyo Calabasas Watershed comprises approximately 30 percent of the study area. In the study area, two tributaries are contained in the Arroyo Calabasas Watershed. These are the McCoy Canyon and Dry Canyon tributaries. Both tributaries occupy a significant portion of the eastern portion of the City of Calabasas and drain to the northeast.

Topanga Watershed

This watershed is comprised of two smaller tributary basins which extend along Old Topanga Canyon Road and Topanga Canyon Road. The watershed is located along the eastern portion of the study area, almost entirely outside of the corporate limits but within the study area.

Surface Water Quality

In 1972, the Federal Water Pollution Control Act (also referred to as the Clean Water Act) was amended to provide that the discharge of pollutants in stormwater to water of the United States from any point source is unlawful, unless the discharge is in compliance with a NPDES permit. The 1987 amendments to the Clean Water Act added Section 402(p) that establishes a framework for regulating municipal and industrial stormwater discharges under the NPDES program. On November 16, 1990, EPA published final regulations that establish requirements for applications for stormwater discharge permits for specified categories of industries. Construction activities of five acres or more are defined in the regulations as an industrial activity.

The City of Calabasas and 19 other cities are co-permittees with the County of Los Angeles on a region-wide NPDES permit which has been obtained from the Regional Water Quality Control Board (RWQCB). The NPDES permit has been issued to comply with the Storm Water Quality Act of 1987 and is a federally mandated requirement with the goal to improve storm water runoff water quality. The City, the co-permittees, and the County of

Los Angeles attend monthly meetings to maintain involvement with the NPDES process and monitor its progress.

The NPDES permits fall into three categories: 1) municipal, 2) commercial/industrial, and 3) construction. The City and County permit falls into the municipal permit category which outlines specific responsibilities and requirements to be addressed in a five year period. Three years have elapsed since issuance of the permit.

Principally, the City of Calabasas is responsible for their own storm drain system which includes local storm drain facilities and roadway curbs and gutters. Detailed permit provisions require that the City develop Best Management Practices at three levels to reduce pollution in runoff in the storm drain system. The City submitted the first level Best Management Practices (early action Best Management Practices which include erosion control, street sweeping, educational programs, etc.) and second level Best Management Practices (additional Best Management Practices which include more aggressive practices, such as adoption of local ordinances, and defining industrial development specifications for pre- and post-construction conditions) to the County, who has forwarded the Best Management Practices to the State for consideration and approval. To date, the State has not granted their approval. It is expected that the approval may occur in the fourth year of the permit. Additional actions await State approval of the first and second level Best Management Practices. Future city action will ultimately be needed to reflect the State's determination of Best Management Practice adequacy.

The City is now in the process of accelerating their Best Management Practice implementation process through identification of potential funding and staffing requirements necessary to support continued work with the NPDES program. Thus far, the City has implemented the following Best Management Practices:

- Storm drain and catch basin cleaning program;
- Weekly street sweeping program; and
- Inventory of storm drain systems.

GROUNDWATER FLOW AND RECHARGE

The type of geologic formations and watershed conditions in the Calabasas region do not provide adequate opportunity for subsurface groundwater storage. As illustrated in Figure IV-2, the range of Younger Alluvium formation (i.e., that formation where significant groundwater conditions occur) is confined to the bottoms of drainage courses and is limited in area. The aquifers present in these shallow alluvium areas are limited to approximately 50 feet in depth (average). Although several water wells are currently operational within the study area, the yield is not reliable, and provides a limited source to rural properties. According to the Los Angeles County Department of Public Works Hydrologic Report, no groundwater basins are identified for the study area, which accounts for the need to import potable water from the Metropolitan Water District (MWD). The Hydrologic Report is prepared and updated every two years by the County for purposes of providing data to the public on hydrologic conditions. The report includes data and discussions including, but

not limited, to groundwater levels and storage, water retained behind dams, quantities of water spread for recharge, amount of precipitation, erosion control, water quality, water conservation, evaporation, and runoff.

As mentioned, the Younger Alluvium provides little storage of groundwater. As a result, there are no groundwater recharge opportunities within the study area. Nuisance runoff from landscape irrigation often aggravates the thin storage capacity in the bottoms of drainage courses resulting in localized shallow groundwater conditions and surface flow.

IMPACTS

As individual development projects are submitted to the City, there is some potential to affect changes in surface water movement in existing flood control channels or storm drain facilities on a project specific basis. These projects will likely require additional storm drain improvements, and minor physical alterations to existing water movement.

Modifications to the ground surface will be necessary for site preparation purposes. This could include drainage basin modifications, additional surface area paving and land coverage for structures. Such changes would ultimately alter the local absorption rates, drainage patterns and runoff characteristics. The Draft General Plan includes definitions of maximum acceptable impacts thresholds of significance (Table VI-1 and Table VIII-3) for future projects that are designed to minimize the impact on surface water resources. The General Plan's Implementation Programs (Chapter VIII) also establish performance standards which development project will be required to meet.

Future development projects may require some alteration of the course or flow of flood waters as needed to provide adequate protection from flooding hazards on a project specific basis. However, significant changes to the cumulative area hydrology would not be expected due to the already well established existing flood control infrastructure, and the limited physical constraints associated with the 100-year flood zones located in the bottoms of Las Virgenes Creek, Cold Creek, and Stokes Canyon.

The proposed General Plan will not result in a change to the quantity of surface waters. Runoff associated with future development could contain pollutants that ultimately affect water quality and fish habitat in Malibu Creek and other downstream watercourses. Similarly, runoff containing poor water quality could affect ocean fisheries where runoff from the watershed is discharged into the ocean. Compliance with applicable city runoff regulations and the NPDES permit requirements will assist in preventing a decline in the quality of fish habitat. The Draft General Plan includes policies, maximum acceptable development impacts (Table VIII-3), and design criteria (Chapter VIII) relative to biological resources in the study area.

Ultimately, the quality of runoff associated with projects facilitated by the proposed General Plan may result in the decline in surface water quality. In general, residential and commercial development has the least effect on surface water quality, while industrial and golf course/agricultural uses have the greatest effect. The proposed General Plan land use

does not identify potential locations for industrial, golf course, or agricultural uses. In the absence of specific development proposals, the effects on surface water quality are unknown. Nonetheless, it would be expected that the surface water quality could incrementally deteriorate in some areas.

Future development projects that are in excess of five acres will be required to conform with the Clean Water Act NPDES requirements issued by the RWQCB due to necessary construction level discretionary approvals (i.e., grading and site construction). As required under the Federal Clean Water Act, the California Water Resources Board has issued a general permit for stormwater discharges associated with construction activity. These discharges can be those associated with, but not limited to, de-watering during construction, dredging activities, or stormwater runoff from industrial areas, construction sites and/or facilities that use hazardous materials. Similarly, commercial or industrial development projects also require a separate NPDES permit or waste discharge permit also issued by the RWQCB (see also General Plan policy document, page II-14).

While there are no significant groundwater basins in the study area, the open space areas in the study area act as local groundwater recharge areas where well water extraction for irrigation purposes occur. Future development projects facilitated by the proposed General Plan will result in an increase in impervious surface coverage within the study area. Therefore, future development projects could have an effect on groundwater conditions relative to local recharge conditions. The majority of the new development is expected to occur in concentrated locations or in very low density settings. Of those two areas, the effects on recharge would primarily be restricted to the concentrated areas, while the very low density locations should not have an impact given the low density nature of development and relative insignificant surface disturbance. Taken together, the effects on groundwater recharge are considered insignificant, in light of the potential surface disturbance, and the inconsequential value of groundwater as a reliable water source.

For future development projects, earthwork required to install project improvements is not expected to affect deep groundwater resources (deep water aquifers) as they do not occur in the study area. Similarly, grading would probably not occur at depths which intercept local aquifers, notwithstanding perched and isolated groundwater locations. Since groundwater is not extensively utilized as a source of water serving the study area and because grading would not be expected to require substantial or deep cuts, future earthwork would not be expected to have a significant effect on these resources, even if they are encountered near the surface.

The General Plan will identify development opportunities within the study area which will ultimately increase the demand for water and the water consumption rate in the City. This is expected to have an incremental, and potentially significant cumulative effect on the existing potable water supplies made available from the Las Virgenes Municipal Water District in light of the future uncertain water supply availabilities in the Southern California region. Water service deliveries are based on an allocation quota from the MWD. The allocation varies depending on the overall water availability to MWD from its sources. Because the allocation varies, during long-term drought conditions, the allocation could fall

short of the demand. Consequently, future allocations necessary to meet water demand for new development could fail to provide an adequate supply.

Although unlikely, certain areas with development potential in the proposed General Plan may be subject to flood hazards subsequent to construction of a project in those areas. These include areas immediately adjacent to Las Virgenes Creek, Cold Creek, and Stokes Canyon (areas contained within the 100-year flood zone) or in areas which are subject to local flooding conditions. Projects in these areas would be subject to subsequent environmental and development review and would be required to mitigate flooding hazards. This would occur on a project-by-project basis. Tidal wave activity does not affect the Calabasas area due to its distance from the Pacific Ocean.

There are no known surface thermal springs located in the areas with development potential in the study area. Therefore, future development should not have an effect on these resources.

Because of poor soils and steep slopes, there have been a number of reports of septic tank failures within the rural portions of the General Plan study area. Of particular concern are areas which were subdivided into small lots prior to the advent of the Subdivision Map Act and consequent requirement for infrastructure improvements, sometimes resulting in the construction of dwellings with inadequate septic systems. Unless sewer lines are extended into some rural areas within the General Plan study area, future development may result in increased numbers of septic tank failures.

MITIGATION MEASURES

B.1 Prior to issuance of a grading permit, applicants shall submit to the City for review and approval an erosion control plan to be implemented as part of site grading. The erosion control plan shall be designed to ensure that the deposition of soils on public streets and downstream properties during grading does not occur at a rate greater than that which occurs naturally.

B.2 The City of Calabasas shall require that discretionary development projects subject to General Plan consistency findings follow the requirements of the County's NPDES permit and implementation programs. All new development shall incorporate urban Best Management Practices to minimize construction and urban pollutants in storm water runoff.

B.3 Construction of new septic tanks shall not be permitted unless percolation tests prepared for each proposed lot demonstrate that they can be safely utilized.

B.4 The City of Calabasas shall require all discretionary development projects subject to General Plan consistency findings to install reclaimed water systems for irrigation purposes if such reclaimed water is or can be made available by the LVMWD within five years of the irrigation system construction.

B.4 Discretionary development projects subject to General Plan consistency findings will be required to incorporate water conservation measures into final building design and site layout. Compliance with all relevant State laws and local policies will be required, including but not limited to the water conservation requirements of Titles 20 and 24 of the California Administrative Code. In addition, measures such as the use of low flow water fixtures and toilets, faucet aerators, pressure reducing valves, pipe insulation, drought resistant landscaping, plant placement, mulching, and efficient irrigation procedures shall be employed. Use of drought tolerant landscaping and efficient irrigation systems shall be required of all landscaping plans requiring approval by the City of Calabasas.

MITIGATION MONITORING

Prior to approval of a discretionary development project that is subject to General Plan consistency findings, the applicant shall provide documentation to the City of Calabasas Community Development Department that the following systems have been included in the project design: on- and off-site storm drain systems that meet current NPDES requirements, an irrigation system designed to accommodate reclaimed water should it become available, and project plantings that are consistent with adopted City landscape and water conservation policies.

C. BIOLOGICAL RESOURCES

Future development consistent with the Calabasas General Plan will result in the alteration of existing biological habitats, and in the loss of some natural habitat areas. As a result, there could be a decrease in biological diversity, including loss of native flora and fauna.

ENVIRONMENTAL SETTING

FLORA

The following plant communities may be found within the Calabasas General Plan study area.

- Riparian woodland
- Riparian scrub
- Sycamore-alder riparian woodland
- Southern coast live oak riparian forest
- Other riparian areas, such as seeps and springs
- Southern oak woodland
- Valley oak woodland
- California walnut woodland
- Chaparral
- Coastal sage scrub
- Grasslands
- Disturbed (ruderal)
- Rock Outcrops

An oversized map of these plant communities may be found in the pocket at the end of this document. The above inventory of plant communities was obtained from a number of planning and environmental studies conducted in Calabasas. There are additional habitats identified in the various documents, such as grazed coastal sage scrub, overgrazed grassland, and coastal sage perennial grassland mosaic, that are not generally recognized as distinct habitat types. In addition, these areas are generally limited to specific locations and, therefore, are not included in this discussion of the overall resources of the Calabasas General Plan study area. The locations of plant communities in the study area are indicated on the Plant Communities Map located in the map pocket at the end of this document. There may be additional habitats that have not been described because they are not found within the limits of the projects for which there is documentation. There may also be habitats that are identical to those on the above inventory, but have different names, such

as oak woodland or southern oak woodland which comprise the southern coast live oak riparian forest.

WILDLIFE

The Santa Monica Mountains support a variety of wildlife species. The composition of the species present in a given area is dependent upon the plant community present, the availability of water and forage, and the time of the year for some species. A matrix of wildlife species in the study area and their habitats is found in Table IV-3.

Riparian and oak woodland habitats support a variety of bird species, especially raptors such as barn owl, great horned owl, and Cooper's hawk. Flickers and woodpeckers use the larger trees in the oak woodland along with smaller passerines such as Wilson's warbler, Hutton's vireo, black-headed grosbeak, hooded oriole, and Nashville warbler. Other animal species that use these habitats include the amphibians such as western toads and Pacific trees frogs, reptiles such as Pacific slender salamanders and ensatina salamanders, and mammals such as dusky-footed woodrat and mule deer.

Coastal sage scrub, chaparral and rock outcrops tend to support similar species, with such reptiles as western fence lizard, western whiptail, western rattlesnake, and gopher snakes; birds such as towhees, sparrows, California thrasher, bushtit, and wrentit; and mammals such as bats, woodrats, mule deer, and bobcat.

Grassland habitats support mostly ground dwelling species, including reptiles such as the horned lizard; birds such as blackbirds, cowbirds, horned lark, and mourning dove; and mammals such as black-tailed jackrabbit, Beechey ground squirrel and the Audubon cottontail. The golden eagle, red-tailed hawk and northern harrier forage over grasslands as well.

Ubiquitous animal species would include the American crow, common raven, northern mockingbird, house finch, and side-blotched lizard.

Another biological resource of special concern in the Santa Monica Mountain areas is the preservation of wildlife corridors. The National Park Service, California Department of Fish and Game, and the Santa Monica Mountains Conservancy have all expressed concerns about the adverse effects of urbanization, particularly in areas functioning as movement corridors.

Wildlife corridors are important for three main reasons. The first reason is that they allow movement through all habitat areas suitable for use by a species, even those areas not currently being used. The second reason is that corridors allow for recolonization of areas which were historically occupied but from which the species has been extirpated. The third reason is that corridors allow the exchange of genetic material to occur between populations, which is important in preserving genetic diversity within and between populations (Impact Sciences, 1982b).

Table IV-3
Wildlife Species and Habitat Matrix

Species	RW	RS	SARW	SCLO	SS	SOW	VOW	CWW	CHP	CSS	NG	AG	DIST	RO
Ensatina	X	X	X	X	X	X		X	X					
Arboreal salamander*				X	X									
Garden slender salamander*	X	X	X	X	X	X	X	X	X	X	X	X	X	
Western toad*	X	X	X	X	X	X	X	X		X	X	X		
California treefrog*	X	X	X	X	X									
Pacific treefrog*	X	X	X	X	X	X	X	X	X	X	X	X	X	
Western fence lizard	X	X	X	X		X	X	X	X	X	X	X	X	X
Side-blotched lizard	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Western skink									X	X	X	X		X
Western whiptail	X					X	X		X	X		X	X	X
Southern alligator lizard			X	X		X	X		X		X	X	X	
Western blind snake	X	X	X	X		X	X	X	X	X				
Western yellow-bellied racer						X	X	X	X	X	X	X		X
Coachwhip						X	X	X		X		X	X	X
California whipsnake						X	X	X	X	X				X
Gopher snake						X	X	X	X	X	X	X	X	X
California kingsnake*	X	X	X	X	X	X	X	X	X	X	X	X	X	X
California black-headed snake						X	X		X	X	X	X		X
California lyre snake						X			X	X				X

Table IV-3
Wildlife Species and Habitat Matrix

Species	RW	RS	SARW	SCLO	SS	SOW	VOW	CWW	CHP	CSS	NG	AG	DIST	RO
Night snake						X	X	X	X	X	X	X		
Southern Pacific rattlesnake	X	X	X	X		X	X	X	X	X	X	X	X	X
Killdeer											F,R,N	F,R,N		
Turkey vulture	F,R,N	F	F,R,N	F,R,N		F,R,N	F,R,N	F,R,N,	F,R,N	F	F	F	F	F,R,N
Red-shouldered hawk	F,R,N	F	F,R,N	F,R,N		F	F	F						
Red-tailed hawk	F,R,N	F	F,R,N			F,R,N	F,R,N	F,R,N	F	F	F	F	F	F,R,N
American kestrel	F,R,N	F	F,R,N	R,N		F,R,N	F,R,N	F,R,N	F	F	F	F	F,N	
California quail	F,R,N	F,R,N	F,R,N	F,R,N	F	F,R,N	F,R,N	F	F,R,N	F,R,N	F	F	F,R,N	
Band-tailed pigeon	F	F	F	F,R,N		F,R,N	F,R,N	F,R					F,R	
Rock dove											F,R,N	F,R,N	F,R,N	R,N,
Mourning dove					F	F,R,N	F,R,N	F,R,N	F,R,N	F,R,N	F,R,N	F,R,N	F,R,N	
Greater roadrunner						F,R,N	F,R,N	F,R,N	F,R,N	F,R,N	F,R,N	F,R,N	F,R,N	F
Barn owl	F,R,N	F	F,R,N	F,R,N		F,R,N	F,R,N	F,R,N	F	F	F	F	F,R,N	F,R,N
Great horned owl	F,R,N	F,R	F,R,N	F,R,N		F,R,N	F,R,N	F,R,N	F	F	F	F	F	F,R,N
Western screech-owl	F,R,N	F	F,R,N	F,R,N		F,R,N	F,R,N	F,R,N						
Common poorwill									F,R,N	F,R,N	F	F		F,R,N
White-throated swift	F	F	F	F	F	F	F	F	F	F	F	F	F	F,R,N

Table IV-3
Wildlife Species and Habitat Matrix

Species		RW	RS	SARW	SCLO	SS	SOW	VOW	CWW	CHP	CSS	NG	AG	DIST	RO
Black-chinned hummingbird	Summer only	F,R,N	F,R,N	F,R,N	F,R,N	F	F,R,N							F	
Costa's hummingbird			F,R,N			F				F,R,N	F,R,N			F	
Anna's hummingbird		F,R,N	F,R,N	F,R,N	F,R,N	F	F,R,N	F,R,N	F,R,N	F,R	F			F	
Rufous hummingbird	Migrant only	F,R	F,R	F,R	F,R	F	F,R		F,R	F,R	F,R,			F	
Allen's hummingbird		F,R,N	F,R,N	F,R,N	F,R,N	F	F,R,N	F,R,N	F,R,N	F,R,N				F,R,N	
Northern flicker		F,R,N	F	F,R,N	F,R,N		F,R,N	F,R,N	F,R,N	F,R	F,R	F	F	F	
Acorn woodpecker		F,R,N		F,R,N	F,R,N		F,R,N	F,R,N	F					F,R,N	
Lewis' woodpecker	Winter only	F,R		F,R	F,R		F,R	F,R	F,R						
Red-breasted sapsucker	Winter only	F,R		F,R	F,R		F,R	F,R	F,R						
Downy woodpecker		F,R,N	F	F,R,N	F,R,N		F,R		F,R					F,R	
Hairy woodpecker		F,R,N		F,R,N	F,R,N		F,R		F,R						
Nuttall's woodpecker		F,R,N	F	F,R,N	F,R,N		F,R,N	F,R,N	F,R,N						
Western kingbird	Summer only			F,R,N			F,R,N	F,R,N	F,R,N	F	F	F,R,N	F,R,N		
Cassin's kingbird	Summer only			F,R,N			F,R,N	F,R,N				F,R,N	F,R,N		
Ash-throated flycatcher	Summer only	F,R,N	F,R,N	F,R,N	F,R,N	F	F,R,N	F,R,N	F,R,N	F,R,N	F,R,N				
Western wood-pewee	Summer only	F,R,N	F	F,R,N	F,R,N	F	F		F						
Black phoebe*		F,R,N	F,R,N	F,R,N	F,R,N	F,R,N	F,R,N	F,R,N	F,R,N	F,R,N	F,R,N	F,R,N	F,R,N	F,R,N	F,R,N
Say's phoebe						F	F,R,N	F,R,N	F,R,N	F,R,N	F,R,N	F,R,N	F,R,N	F,R,N	F,R,N
Pacific-slope flycatcher	Summer only	F,R,N	F	F,R,N	F,R,N	F	F	F	F	F	F				

Table IV-3
Wildlife Species and Habitat Matrix

Species	RW	RS	SARW	SCLO	SS	SOW	VOW	CWW	CHP	CSS	NG	AG	DIST	RO
Violet-green swallow* Summer only	F,R,N	F	F,R,N	F,R,N	F	F	F	F	F	F	F	F	F	F,R,N
Northern rough-winged swallow* Summer only	F,R,N	F,R,N	F,R,N	F	F	F	F,R,N	F	F	F	F,R,N	F,R,N	F,R,N	F
Cliff swallow* Summer only	F,R,N	F	F,R,N	F	F	F	F,R,N	F	F	F	F,R,N	F,R,N	F,R,N	F,R,N
Barn swallow* Summer only	F	F		F	F	F	F,R,N	F	F	F	F,R,N	F,R,N	F,R,N	F
Scrub jay	F,R,N	F	F,R,N	F,R,N	F	F,R,N	F,R,N	F,R,N	F,R,N	F,R			F,R,N	
American crow	F,R,N	F	F,R,N	F,R,N		F,R,N	F,R,N	F,R,N	F,R	F,R	F,R	F,R	F,R,N	
Common raven	F,R,N	F	F,R,N	F,R,N		F,R,N	F,R,N	F,R,N	F,R,N	F,R,N	F,R,N	F,R,N	F,R,N	F,R,N
Wrentit	F,R,N	F,R,N			F				F,R,N	F,R,N			F,R,N	
Plain titmouse	F,R,N	F	F,R,N	F,R,N	F	F,R,N	F,R,N	F,R,N	F					
Bushtit	F,R,N	F,R,N	F,R,N	F,R,N		F,R,N		F,R,N	F,R,N	F,R,N			F,R,N	
White-breasted nuthatch	F,R,N		F,R,N	F,R,N		F,R,N	F,R,N	F						
House wren	F,R,N	F,R,N	F,R,N	F,R,N	F	F,R,N	F,R,N	F,R,N	F,R,N	F,R,N			F,R,N	
Bewick's wren	F,R,N	F,R,N	F,R,N	F,R,N	F	F,R,N		F,R,N	F,R,N	F,R,N			F,R,N	
Canyon wren									F,R,N	F,R,N				F,R,N
Ruby-crowned kinglet Winter only	F,R	F,R	F,R	F,R	F	F,R	F,R	F,R					F,R	
Blue-gray gnatcatcher	F,R	F,R	F,R					F,R	F,R,N	F,R				
Western bluebird		F	F,R,N			F,R,N	F,R,N	F		F	F	F		
Hermit thrush Winter only	F,R	F	F,R	F,R	F				F,R					

Table IV-3
Wildlife Species and Habitat Matrix

Species		RW	RS	SARW	SCLO	SS	SOW	VOW	CWW	CHP	CSS	NG	AG	DIST	RO
Varied thrush	Winter only	F,R			F,R	F									
American robin		F,R,N	F	F,R,N	F,R,N	F	F,R	F,R	F,R	F	F	F	F	F,R,N	
Northern mockingbird		F,R,N	F	F,R,N			F,R,N	F,R,N	F,R,N	F,R	F,R	F	F	F,R,N	
California thrasher		F,R,N	F,R,N			F				F,R,N	F,R,N				
Water pipit	Winter only											F	F	F	
Cedar waxwing	Winter only	F,R		F,R	F,R		F,R		F,R					F,R	
Phainopepla		F,R,N		F,R,N	F,R,N		F,R	F,R,N	F,R	F	F				
European starling		F,R,N	F,R	F,R,N	F,R,N	F	F,R,N	F,R,N	F,R,N	F	F	F	F	F,R,N	F,R
Hutton's vireo		F,R,N	F	F,R,N	F,R,N	F	F,R,N								
Warbling vireo	Summer only	F,R,N	F	F,R,N	F,R,N	F									
Orange-crowned warbler		F,R,N	F	F,R,N	F,R,N	F	F,R,N			F,R,N	F,R				
Yellow-rumped warbler	Winter only	F,R	F,R	F,R	F,R	F	F,R	F,R	F,R	F,R	F,R	F	F	F,R	
Black-throated g rey warbler	Summer only	F,R,N	F,R	F,R,N	F,R,N	F	F,R,N	F,R	F,R						
Townsend's warbler	Winter only	F,R	F	F,R	F,R	F	F,R	F,R	F,R						
Hermit warbler	Migrant only	F,R		F,R	F,R	F	F,R	F,R	F,R						
MacGillvray's warbler	Migrant only	F,R	F,R	F,R	F,R	F									
Wilson's warbler	Migrant only	F,R	F,R	F,R		F									
Common yellowthroat		F,R,N	F,R,N	F,R,N	F,R,N	F,R								F	

Table IV-3
Wildlife Species and Habitat Matrix

Species		RW	RS	SARW	SCLO	SS	SOW	VOW	CWW	CHP	CSS	NG	AG	DIST	RO
Black-headed grosbeak	Summer only	F,R,N	F,R,N	F,R,N	F,R,N	F	F,R	F,R	F,R	F,R					
Blue grosbeak	Summer only	F,R,N	F,R,N	F,R,N	F,R	F	F,R	F,R	F,R	F,R	F,R			F,R	
Lazuli bunting	Summer only	F,R,N	F,R,N	F,R,N	F,R	F	F,R	F,R,N	F,R	F,R,N	F,R,N				
Rufous-sided towhee		F,R,N	F,R,N	F,R,N	F,R,N	F			F,R	F,R,N	F,R			F,R,N	
California towhee		F,R,N	F,R,N	F,R,N	F,R,N	F	F,R,N	F,R	F,R,N	F,R,N	F,R,N			F,R,N	F,R
Savannah sparrow	Winter only					F		F,R				F,R	F,R	F,R	
Song sparrow*		F,R,N	F,R,N	F,R,N	F,R,N	F				F,R,N	F,R,N			F,R,N	
Lark sparrow						F	F,R,N	F,R,N	F,R,N	F,R,N	F,R,N	F,R,N	F,R,N	F,R,N	F,R
Chipping sparrow					F,R,N	F	F,R,N		F,R					F,R,N	
Dark-eyed junco		F,R	F,R	F,R	F,R	F	F,R	F,R	F,R	F,R	F,R			F,R,N	
White-crowned sparrow	Winter only	F,R,	F,R	F,R	F,R	F	F,R	F,R	F,R	F,R	F,R	F	F	F,R	
Fox sparrow	Winter only	F,R	F,R	F,R	F,R					F,R	F,R			F,R	
Lincoln's sparrow	Winter only	F,R	F,R	F,R		F				F,R				F,R	
Western meadowlark								F,R,N				F,R,N	F,R,N	F,R	
Red-winged blackbird*			F,R,N			F,R,N					F,R,N		F,R,N	F,R,N	
Brewer's blackbird							F,R,N	F,R,N	F,R,N		F,R,N		F,R,N	F,R,N	
Brown-headed cowbird		F,R,N	F,R,N	F,R,N	F,R,N	F	F,R,N	F,R,N	F,R,N	F,R,N	F,R,N	F	F	F,R,N	
Northern oriole	Summer only	F,R,N	F,R	F,R,N	F,R,N	F	F,R,N	F,R,N	F,R,N	F,R				F,R,N	
Hooded oriole	Summer only	F,R,N		F,R,N	F,R	F	F,R	F,R	F,R					F,R,N	

Table IV-3
Wildlife Species and Habitat Matrix

Species	RW	RS	SARW	SCLO	SS	SOW	VOW	CWW	CHP	CSS	NG	AG	DIST	RO
Western tanager Migrant only	F,R	F	F,R	F,R	F	F,R	F,R	F,R						
American goldfinch	F,R,N	F,R,N	F,R,N	F,R,N	F	F,R,N	F,R	F,R	F,R	F,R	F	F	F,R,N	
Lesser goldfinch	F,R,N	F,R	F,R,N	F,R,N	F	F,R,N	F,R,N	F,R,N	F,R,N	F,R,N	F	F	F,R,N	
Lawrence's goldfinch	F,R,N		F,R,N		F				F,R,N	F,R,N	F	F	F,R	
Purple finch	F,R	F	F,R	F,R,N	F	F,R,N	F,R	F,R	F	F			F,R	
House finch	F,R,N	F	F,R,N	F,R,N	F,R,N	F,R,N	F,R,N	F,R,N	F,R,N	F,R	F	F	F,R,N	
Opossum	X	X	X	X	X	X	X	X	X	X			X	
Ornate shrew	X	X	X	X	X	X	X	X		X	X	X		
Gray shrew							X		X	X				
California mole	X	X	X	X	X				X					
Little brown myotis	X	X	X	X	X	X		X					X	X
California myotis	X	X	X	X	X	X	X	X	X	X			X	X
Yuma myotis	X	X	X	X	X	X	X	X	X	X			X	X
Hoary bat	X	X	X	X	X	X	X	X						X
Red bat	X	X	X	X	X	X		X						
Big brown bat	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Western pipistrelle					X	X	X	X	X	X	X	X	X	X
Audubon cottontail	X	X	X		X		X	X	X	X	X	X	X	
Brush rabbit									X	X				

Table IV-3
Wildlife Species and Habitat Matrix

Species	RW	RS	SARW	SCLO	SS	SOW	VOW	CWW	CHP	CSS	NG	AG	DIST	RO
Beechey ground squirrel							X			X	X	X	X	X
Western gray squirrel				X		X	X	X						
Southern pocket gopher	X	X	X	X	X	X	X	X	X	X	X	X	X	
California pocket mouse					X	X	X		X	X				
Pacific kangaroo rat									X	X				
Western harvest mouse*	X	X							X	X	X	X		
California mouse				X		X			X	X				
Brush mouse					X				X	X				X
Deer mouse	X	X	X	X	X	X	X	X	X	X	X	X	X	
Dusky-footed woodrat	X	X	X	X	X	X			X	X				
California meadow mouse							X				X	X	X	
Norway rat													X	
House mouse											X	X	X	
Mule deer	X	X	X	X	X	X	X	X	X	X	X	X		
Gray fox	X	X	X	X	X	X	X	X	X	X	X			X
Coyote	X	X	X		X	X	X	X	X	X	X	X	X	X
Raccoon*	X	X	X	X	X								X	
Ringtail*	X	X	X		X				X	X				X
Long-tailed weasel*	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Table IV-3
Wildlife Species and Habitat Matrix

Species	RW	RS	SARW	SCLO	SS	SOW	VOW	CWW	CHP	CSS	NG	AG	DIST	RO
Badger											X	X		
Striped skunk	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Spotted skunk*	X	X	X	X	X	X	X	X	X	X				X
Mountain lion	X	X	X	X	X				X	X				
Bobcat	X	X	X	X	X				X	X				

Source: LSA Associates, 1992.

LEGEND

RW	Riparian woodland	AG	Annual (Non-native) grasslands
RS	Riparian scrub	DIST	Disturbed (ruderal)
SARW	Sycamore-alder riparian woodland	RO	Rock outcrops
SCLO	Southern coast live oak riparian forest		
SS	Other riparian areas such as seeps and springs	X	Resident
SOW	Southern oak woodland	B	Breeding
VOW	Valley oak woodland	F	Foraging
CWW	California walnut woodland	N	Nesting
CHP	Chaparral	R	Roosting
CSS	Coastal sage scrub	*	Typically found along streams, lakes and ponds in these habitats.
NG	Native grasslands		

The City of Calabasas is located at a crucial crossroads of habitat linkages. These linkages are indicated in Figure IV-5. It lies between the Santa Monica Mountains and the Simi Hills, and contains linkages connecting the Santa Monica Mountains, Simi Hills, Santa Susana Mountains, Los Padres National Forest, and the Angeles National Forest. By far the largest protected habitat for wildlife species of concern are the San Gabriel Mountains. This is important because the wildlife linkages in Calabasas ultimately connect to the San Gabriel via the various mountain ranges. The San Gabriel Mountains are the largest protected habitat for wildlife species of concern and is important for Calabasas. If this reservoir of wildlife is destroyed, it is possible that some species now crossing into or using the Calabasas area will disappear.

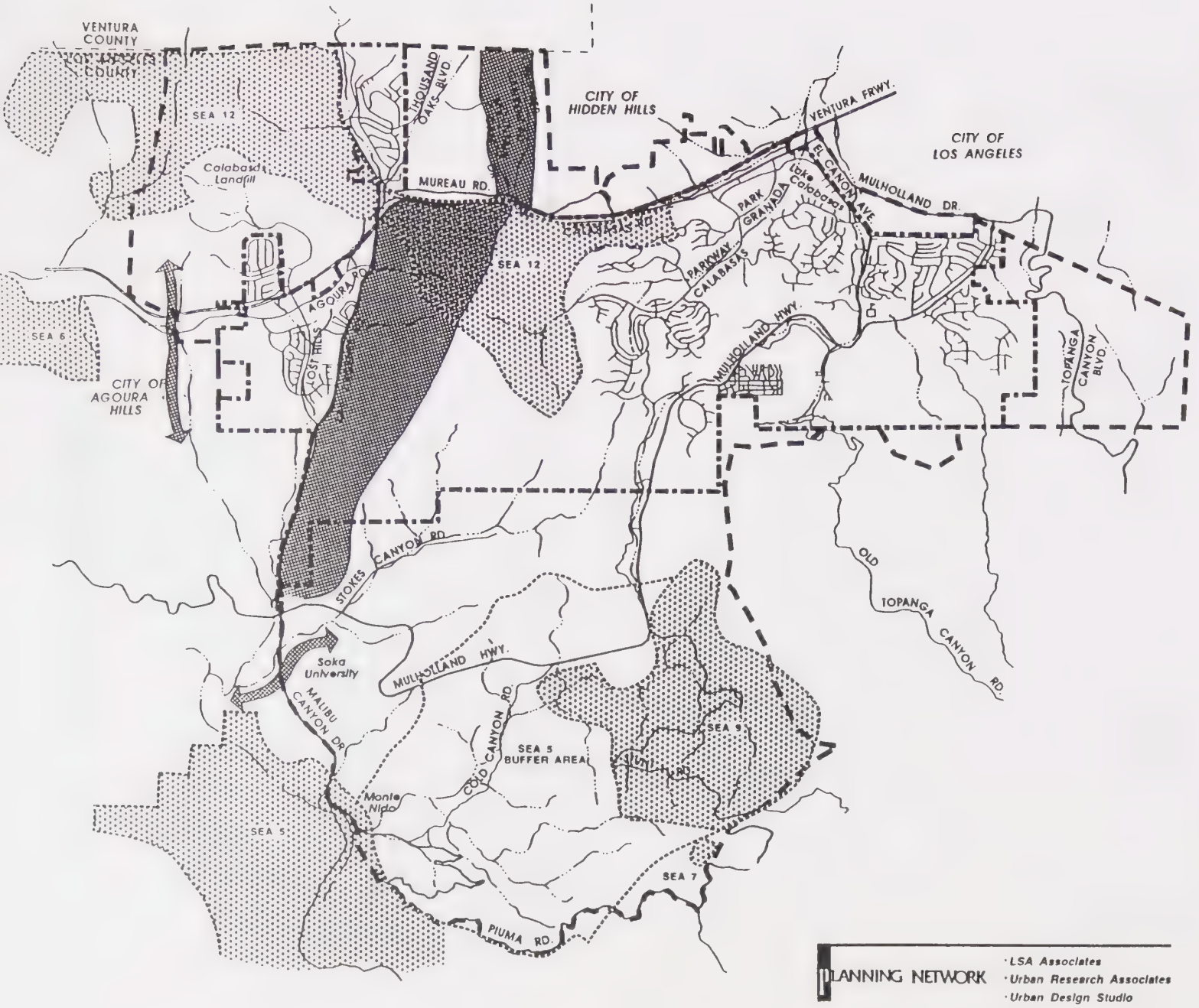
Because of the fragmentation of habitats due to freeways, roads, housing development and other urban related barriers, the remaining linkages within the City of Calabasas need to be preserved. Studies by a research team from the California State University, Northridge (1987) has identified three "choke points" that constrain wildlife movement to a small narrow corridor. The "choke points" are the I-5 and S.R. 14 Freeway junction, the S.R. 118 and Topanga Boulevard area, and the Ventura Freeway area between the Simi Hills and the Santa Monica Mountains.

These choke points represent areas where wildlife movement is severely restricted due to surrounding development. These choke points will influence the numbers and types of species moving into and through the City of Calabasas. The more choke points, the more the movement overall is restricted. The City of Calabasas needs to identify other potential choke points and plan for avoidance or minimization of increasing development around these choke points.

In response to the concerns regarding the loss of habitat linkages, the City has identified three linkages within the city limits that are slated for preservation. These three areas are as follows (Foundation Planning Document for the City of Calabasas, 1992):

- The links between the Malibu Creek State Park, across Las Virgenes Road through Las Virgenes Water District land across the Ventura Freeway into Crummer Canyon and on into the Ahmanson Ranch property in Ventura County. This linkage has been the subject of the most intensive negotiation and preservation efforts.

  This linkage is critical for the City of Calabasas because it provides for wildlife movement from the maritime and scrub habitats of the coastal areas of Malibu through the coastal sage scrub, chaparral, and oak woodland habitats of the southern section of Calabasas through to the hilly scrub habitats of Ventura County. This linkage connects State park lands southwest of Calabasas with Los Angeles County designated Significant Ecological Area lands within the City to new national park land in Ventura County.



PLANNING NETWORK
- LSA Associates
- Urban Research Associates
- Urban Design Studio

0' 2,000' 4,000' 8,000'

NORTH

CITY OF CALABASAS
GENERAL PLAN

FIGURE IV-5

SIGNIFICANT ECOLOGICAL AREAS WITH SENSITIVE BIOLOGICAL RESOURCES

LEGEND

- CITY LIMITS
- SPHERE OF INFLUENCE
- WILDLIFE LINKAGES/CORRIDORS
- LOS ANGELES COUNTY DESIGNATED SIGNIFICANT ECOLOGICAL AREAS (SEA)
- POTENTIAL BLUELINE STREAMS

- The links between Malibu Creek State Park and part of the Agoura Hills into Liberty Canyon. Liberty Canyon is now a part of the Santa Monica Mountains National Recreation Area to the north. The City is dedicated to working with all concerned agencies and groups to assure the preservation of this linkage.

  This linkage is important because it connects the maritime and scrub habitats of the Malibu coast with the hilly scrub habitats of Ventura County. This linkage will connect State park lands with Liberty Canyon. Liberty Canyon will become part of the Santa Monica Mountains National Recreation Area to the north. Therefore, an important link for wildlife movement between these two large wildlife areas will be maintained.

- The links running east - west between Malibu Creek State Park and Topanga State Park. There is presently an almost continuous connection of state and national lands between the two parks.

  This linkage is important because it provides for wildlife movement from the maritime and scrub habitats of the coastal areas of Malibu through to the coastal sage scrub and chaparral habitats of the City's General Plan study area. This linkage provides an additional connection from Malibu State Park to the hilly areas of the City's General Plan study area through to Topanga State Park. This linkage passes through an almost continuous connection of State or nationally owned lands and is critical to maintaining the wildlife diversity of both parks. Constriction by future development will further impact this critical linkage.

SENSITIVE RESOURCES AND SENSITIVE SPECIES

Sensitive resources are those plants, animals, and habitats occurring or potentially occurring in the General Plan study area, which are endangered, threatened, rare, or declining rapidly at a local, regional, State, or national level. Legal protection for these resources varies widely, from the comprehensive protection extended to endangered species to no legal status at present.

Sensitive biological resources occur throughout the Calabasas area. Both sensitive habitats and sensitive species, including listed and non-listed species, occur primarily in the undeveloped areas both inside and outside of the Los Angeles County Significant Ecological Areas (SEAs; see subsequent section).

Sensitive Plant Communities

Plant communities as yet have no legal protection, with the exception of wetland and riparian habitats. Therefore, there is no standard classification or rating of sensitivity for plant communities. However, most wildlife agencies, biologists and environmentalists acknowledge that certain plant communities (wildlife habitats) are more sensitive to loss or have undergone greater loss than others and that, therefore, they require special consideration in environmental documents.

The following plant communities have been identified as sensitive:

- Coastal sage scrub
- California walnut woodland
- Oak woodland (both coast live oak and valley oak)
- Coast live oak riparian forest
- Southern sycamore-alder riparian woodland
- Small riparian areas (including seeps, springs, etc.)
- Riparian woodland
- Riparian scrub.

These communities are considered sensitive because they have undergone and continue to undergo decline and/or degradation due to development.

Sensitive Species

The sensitive plant and animal resources found in the Calabasas General Plan study area are the following:

<u>Plants</u>

- San Fernando Valley spineflower
- Many-stemmed dudleya
- Braunton's milkvetch
- Lyon's pentachaeta
- Santa Monica Mountains dudleya
- Blochman's dudleya
- Santa Susana tarweed

<u>Amphibians/Reptiles</u>

- Southwestern pond turtle
- San Diego horned lizard
- San Bernardino ringneck snake
- Two-striped garter snake
- Silvery legless lizard
- Coastal western whiptail
- Coastal patch-nosed snake
- San Diego mountain kingsnake
- Silvery legless lizard

Birds

- Black-shouldered kite
- Sharp-shinned hawk
- Swainson's hawk
- Merlin
- Peregrine falcon
- Burrowing owl
- Willow flycatcher
- California horned lark
- California gnatcatcher
- Least Bell's vireo
- California yellow warbler
- Tricolored blackbird
- Summer tanager
- Rock wren
- Northern harrier
- Cooper's hawk
- Golden eagle
- Prairie falcon
- Yellow-billed cuckoo
- Long-eared owl
- Bank swallow
- Coastal cactus wren
- Loggerhead shrike
- Yellow-breasted chat
- Purple martin
- Bell's sage sparrow
- Grasshopper sparrow

Mammals

- San Diego black-tailed jackrabbit
- Southern grasshopper mouse
- Pallid bat
- California mastiff bat
- Badger
- Mountain lion
- Los Angeles pocket mouse
- San Diego desert woodrat
- Townsend's big-eared bat
- Ringtail
- Long-tailed weasel

Insects

- Valley oak ant
- Santa Monica shieldback katydid
- Monarch butterfly
- Santa Monica Mountains hairstreak
- Santa Monica Mountains band-winged grasshopper

Plants

- Shedding primrose
- Monolopia
- Thread stem
- Hind's willow
- Big squirreltail
- Wind poppy
- Rabbitbrush
- Small-flowered fiddleneck
- Prince's plume

LOS ANGELES COUNTY SIGNIFICANT ECOLOGICAL AREAS (SEAs)

Los Angeles County Significant Ecological Areas (SEAs) are areas that have been identified by the County of Los Angeles Significant Ecological Area Technical Advisory Committee as containing unique or unusual species assemblages, or areas of habitat that are rapidly declining in the Los Angeles County area. The Los Angeles County SEAs were set up to protect a special or sometimes unique collection of habitats and species from loss due to encroachment and human disturbances. However, the Los Angeles County SEAs are not intended to function as preservation areas in isolation. Additional preservation efforts will be required for those sensitive species and habitats occurring within the City of Calabasas but outside the Los Angeles County SEAs. The Los Angeles County SEA Nos. 5, 9, and 12 are located within the city limits and general Plan study area and the Los Angeles County SEAs No. 6 and 7 are adjacent to the General Plan study area limits. The Los Angeles County SEAs are indicated in Figure IV-5.

IMPACTS

Plant Life

The Calabasas area contains a number of sensitive plant species and habitats. The General Plan creates the potential for development which could have an effect on these sensitive plant species. As development projects are submitted, the potential for impacts to plant life increases. Depending on the individual development project, plant life and plant species considered sensitive or with habitat value could be significantly affected. This would occur on a project-by-project basis, and could be significant given the high sensitivity of plant species, both locally and regionally in the natural open space areas of the study area. The Draft General Plan contains policies, maximum acceptable impacts from new development (Table VIII-3), and design standards (Chapter VIII) intended to limit such impacts (see also General Plan pages II-5 and II-7).

Future development consistent with the Calabasas General Plan could also introduce non-native plant materials (e.g., pampas grass, giant reed) that could prevent the reestablishment of native plant materials in locations where either: 1) the species had historical range, or 2) the species has the potential to be replenished given the physical conditions of a particular setting. Ultimately, such locations could be considered important to maintaining contiguous and essential wildlife movement corridors comprised of particular native plant materials or communities. The encroachment of certain non-native plant materials could adversely affect the maintenance of these corridors. This effect can only be determined on a project-by-project basis.

Future development consistent with the proposed General Plan could have a significant effect on those species considered sensitive, unique or protected by the State and federal governments (if proposed in locations where the sensitive plant communities or species occur). The Community Profile contains a listing of the sensitive plant communities and species found or potentially located within the study area. A number of regulations provide legal protection for various species, depending on their legal status and jurisdictional

protection. These regulations include U.S. Army Corps of Engineers Section 404 permit and State 1601/1603 Streambed Alteration Agreement, both directed at protecting conditions affecting drainage courses; and State and federal Endangered Species Acts directed towards the protection of listed species. In addition, the CEQA requires an evaluation of sensitive species for development projects in conjunction with the environmental review process.

The City has an adopted oak tree ordinance (Ordinance No. 92-39) which was enacted to protect the trees through a permit process. Other programs designed to protect the environment that may also protect species diversity include the site plan review ordinance, and the scenic corridor ordinance. Similarly, five identified SEAs are located within or adjacent to the General Plan study area boundaries. These areas have been designated for protection due to the unique conditions contained within the individual SEAs.

Animal Life

The proposed General Plan will result in the potential for future development which could require the removal of plant materials with significant habitat value. Where occupied by sensitive animal life, it would be expected that some animal species would perish due to direct impacts, as well as from limited adjacent holding capacities. Other animal species which are urban-adapted and not considered sensitive will be forced to relocate to other areas (either to adjacent habitat or to the introduced plant life associated with the development). Consequently, there could be a change in the diversity and number of species due to build out of the General Plan, which could be significant, depending on the adaptability of the particular species.

Existing City policies designed to protect wildlife corridors will assist in protecting species diversity. These species would be protected through the State and federal Endangered Species Acts, and through future project specific environmental review processes. Future development will also have to comply with the City's CEQA Implementation environmental review process for individual projects, which could require detailed evaluations of wildlife habitat to determine the extent of project specific impact and the mitigation requirements.

Introduction of domestic animals and associated urban pets is possible where development areas are located. The potential for these new species to affect wildlife movement is substantial. Uncontrolled dogs and cats that are allowed to roam into wildlife movement corridors will have an adverse effect on native wildlife and wildlife movement.

Runoff associated with future development could contain pollutants that ultimately affect fish habitat in Malibu Creek and other downstream courses in the watershed. Similarly, runoff containing poor water quality could affect ocean fisheries where runoff from the watershed is discharged into the ocean. Compliance with applicable city runoff regulations and the NPDES permit requirements will assist in preventing a decline in the quality of fish habitat. The Draft General Plan includes policies, maximum acceptable development impacts (Table VIII-3), and design criteria (Chapter VIII) relative to biological resources in the study area.

MITIGATION MEASURES

C.1 Within designated habitat areas of fully protected species subject to State or federal law, disturbance of biotic resources shall be prohibited.

C.2 Within riparian areas and wetlands subject to federal or State permits (e.g., blue line streams) and wildlife linkages/corridors; and Riparian woodland, Riparian scrub, Southern sycamore-alder riparian woodland, Southern coast live oak riparian forest, other riparian areas, Southern oak woodlands, Valley oak woodlands, California walnut woodlands plant vegetative communities, the vegetative resources which contribute to habitat carrying capacity (vegetative diversity, faunal resting areas, foraging areas and food sources) are to be preserved in place.

C.3 Within habitat areas of animal species which are proposed as endangered or threatened; habitat areas of "Category 1" candidate species; any identified habitat areas of species of local concern; and Coastal sage scrub, Southern oak woodlands, Valley oak woodlands, and California walnut woodland vegetative communities, the vegetative resources which contribute to habitat carrying capacity (vegetative diversity, faunal resting areas, foraging areas and food sources) are to be preserved in place or replaced.

C.4 Within any of the areas described in Mitigation Measures C.1 or C.2 above, discretionary development projects subject to General Plan consistency findings shall not result in a measurable reduction in species diversity or a loss of breeding and roosting areas, foraging areas, habitat linkage, or food source that will result in a measurable reduction in the reproductive capacity of biotic resources.

C.5 Within habitats of plants listed by the California Natural Diversity Data Base as "special" or "of concern," if such plants are present, discretionary development projects subject to General Plan consistency findings shall not result in a reduction in the number of these plants.

C.6 Discretionary development projects subject to General Plan consistency findings shall be required to provide a buffer zone adjacent to areas preserved pursuant to Mitigation Measures C.1 through C.5, above. This buffer shall be of an adequate width so as to protect preserved biotic resources from any grading or construction-related activities. Permitted land modification and land uses within the preservation and buffer area are to be limited to those that are consistent with preservation and maintenance of the reproductive capacity of the identified biotic resources. Activities and land uses occurring adjacent to vegetative preservation area and within the designated buffer area shall not be permitted to disturb natural drainage patterns to the point that preserved vegetative resources receive too much or too little water to permit their ongoing health.

MITIGATION MONITORING

The General Plan's Development Review Program shall incorporate the above mitigation measures, and all individual development shall be reviewed to ensure consistency with the biotic resources performance standards of the General Plan.

D. NATURAL AND CULTURAL RESOURCES

Implementation of the General Plan will result in future development within specific locations, accompanied by a loss of natural resources within the City and its General Plan study area. Impacts on Biological Resources are discussed in Section IV-C of this document, while open space is discussed in Section IV-E. Future development permitted by the General Plan also has the potential for impacting cultural resources (both prehistoric and historic).

ENVIRONMENTAL SETTING

Natural Resources

Separate sections in this EIR address components of Calabasas's natural resources, including hillside, canyon, and ridgeline management (under both Earth and Aesthetics), air quality, biotic resources, and water resources. The remaining topic (mineral resources) is discussed in this section. The following is a discussion of the mineral resources relevant to the study area.

The City of Calabasas lies on the northern side of the Santa Monica Mountains in Los Angeles County. Due to the fact that much of the City's area is currently undeveloped, the potential extraction of any valuable mineral resources has not yet been substantially **physically** precluded. The vast majority of the City is included in the San Fernando Valley Production-Consumption Region, and has been classified as Mineral Resource Zone (MRZ) 3. MRZ 3 areas contain mineral deposits for which the significance cannot be evaluated from available data. In addition to the MRZ-3 classification, a small eastern portion of the City has been designated MRZ-1. This zone is defined as containing areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that the presence of mineral deposits is unlikely. Under the Surface Mining and Reclamation Act, the State does not require protection of MRZ-1 areas.

Cultural Resources

The history of the area now encompassed by the City of Calabasas and its General Plan study area can be viewed in phases, some chronological and some topical. Each phase is independent and important to an understanding and appreciation of the local history of Calabasas. The phases include the pre-contact period of Native American settlement, the era of Spanish exploration, the Mexican rancho period, the Calabasas area during the Old West period, and modern times, when the Calabasas area become a recreational retreat, an outdoor set for films and television, and an artists' colony.

The first known inhabitants of the area that now encompasses the City of Calabasas, California, and its General Plan study area were the Chumash Indians. This highly organized tribe, whose territory stretched from the Los Angeles basin to Gaviota, took advantage of the mild climate and abundant flora and fauna to supply a wide variety of

food and building materials. The Calabasas General Plan study area includes 66 recorded Native American open-air sites and rockshelters, temporary, special use sites and villages, that span the time period from at least 3,500 B.C. to the historic period. Sixty-two of the archaeological sites date to the prehistoric period, and four of the archaeological sites date from the historic period. Both the physical conditions and available resources combine to create an excellent environment for pre-historic occupation of the Calabasas area by Native Americans. This is evidenced by the extensive number of recorded prehistoric sites that have been documented throughout the study area.

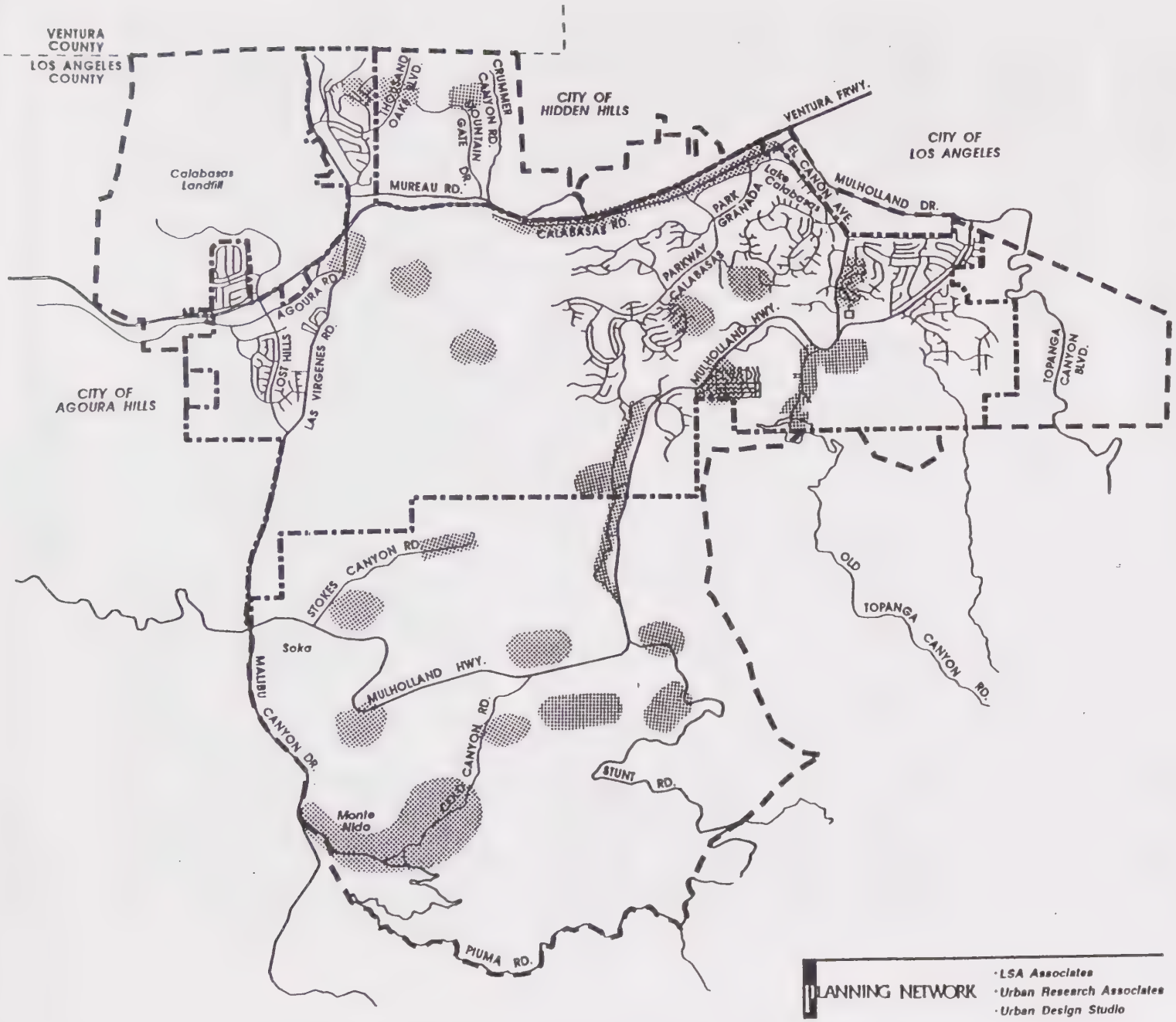
One Native American village *Talepop*, is identified with Las Virgenes in the San Fernando Mission registers and is thought to be the archaeological site CA-LAN-229 located within the study area. The Native American village of *El Escorpion* in Bell Canyon (King 1992) lies a few miles north of the study area. Native Americans were still living in these villages during the Spanish and Mexican rule.

No specific prehistoric chronology for the immediate area exists; however, archaeological studies conducted within the areas indicate that the earliest villages date to 3,500 years ago. The initial occupations comprised a series of site complexes, one of which is located in Las Virgenes Canyon and includes CA-LAN-225, -227 and -229, on the Century Ranch within the study area. Studies of these sites indicate that they contain components representing the entire time period of prehistoric use of the study area. Figure IV-D-1 illustrates the archaeological resources sensitivity within the study area boundaries.

The Leonis Adobe was almost demolished in 1962. Kathleen Beachy purchased it, and secured the adobe as the first Historical Cultural Monument of the Los Angeles Cultural History Board; in 1975, it was listed on the *National Register of Historic Places.*

The study area is underlain by sedimentary and volcanic units that range in age from the Miocene Epoch to the Recent. The following geologic units are present in ascending order: the Topanga Formation, the Modelo Formation, Conejo Volcanics, Older Alluvium, and Young Alluvium (see Figure IV-6). These units and their fossil content are described below.

The Topanga Formation is a shallow water marine sandstone unit with subordinate amounts of siltstone, mudstone, and conglomerate deposited during the Miocene Epoch (18 to 9 million years B.P.). The Topanga Formation has yielded large fossil faunas of vertebrates and invertebrates, as well as floras. The vertebrate fauna is represented by a variety of extinct marine mammals, birds, fish, and reptiles. Two Los Angeles County Museum of Natural History vertebrate localities are presently recorded within the Topanga Formation in the study area. One of these localities contains numerous extinct land animals, which washed into the Miocene sea that existed in this region about ten million years ago and became fossilized. The remains of ancestral horses, camels, deer, rodents, and carnivores have been recovered. The second locality has yielded the remains of fossil whales. Fossil plants and molluscan material have also been collected from Topanga Formation localities within the study area.



CITY of CALABASAS

GENERAL PLAN

FIGURE IV-6

ARCHAEOLOGICAL RESOURCES SENSITIVITY

LEGEND

- CITY LIMITS
- STUDY AREA BOUNDARY
- AREAS OF POTENTIAL HISTORIC SENSITIVITY

The Modelo Formation is a deeper water marine sedimentary unit consisting of siliceous shales, diatomites, siltstones, burnt shales, porcellanites, and sandstones deposited during the Miocene Epoch. This geologic unit is highly fossiliferous. The Modelo Formation has yielded the fossil remains of diverse vertebrates, invertebrates, and plants. Three Los Angeles County Museum of Natural History localities are presently recorded within the study area. Fossil whales and marine birds were collected from these localities.

The volcanic units on the study area are the Conejo Volcanics and are primarily composed of basalts. These units, because they originate from molten magma, are not normally considered to have potential for containing fossil materials.

Deposits of older streams, rivers, and fans formed during the late Pleistocene (120,000 to 10,000 years ago) are present as buried remnants along the sides of canyons and washes, often concealed below Recent alluvial deposits. These older rocks contain pockets of "Ice Age" animals such as mammoths, horses, and sloths. One vertebrate fossil locality that is utilized by the Los Angeles County Museum of Natural History, is located within the study area. This locality contains the remains of a Pleistocene sloth (*Paramylodon*).

Younger alluvium (10,000 years ago to the present) is present on canyon and gully bottoms. These sediments were deposited by recent streams. Sediments of this age are considered to be too young geologically to contain fossils *in situ*. However, fossils are known to erode from underlying older rock units and be transported down into the recent stream deposits. On occasion, specimens of "float" fossils are encountered and collected for scientific/educational purposes. However, the lack of contextual stratigraphic data makes these fossils less important scientifically.

The paleontologic sensitivity of a geologic unit is a measure of the likelihood of fossil materials being present. The following summarizes the sensitivity of the rock units in the study area: Modelo Formation - high; Topanga Formation - high; Younger Alluvium - low; Conejo Volcanics - none; Older Alluvium - moderate, locally high.

IMPACTS

Natural Resources

The General Plan will facilitate development through the proposed land use plan which could affect existing natural resources, should those resources be present on lands formerly designated as open space. Consequently, the proposed General Plan land use plan could have an effect on mineral resources, open space resources and biological habitats.[1] Overall, the General Plan concludes that mineral extraction within the Calabasas area would have unacceptable environmental impacts, and would be incompatible with existing urban and rural development.

[1] Impacts on biological resources are discussed in Section IV-C of this document, while open space is discussed in Section IV-E.

The types of land uses that are proposed by the project will ultimately utilize some non-renewable resources (i.e., energy), but will not result in a substantial depletion of those resources. Typically, the use of natural resources will occur in conjunction with construction, which requires a one time consumption of building materials (concrete, aggregate, asphalt, steel, lumber, etc.). The consumption of other non-renewable resources will occur in conjunction with manufacturing or industrial processes, where those land uses utilize these processes. However, locations where manufacturing or industrial processes could occur are limited to only a few areas, and would not likely involve intense or significant production. Consequently, these areas would probably not contribute to the substantial depletion of non-renewable resources.

Cultural Resources

An archival records search was conducted for the General Plan program to determine the extent of prehistoric sites in the study area. According to the records search, the study area contains a significant number of resources of both prehistoric and historic documentation, and a number of locations that are considered to have a high sensitivity for the resources. The Draft General Plan contains policies, maximum acceptable development impacts (Table VIII-3, and performance standards, Chapter VIII intended to protect cultural resources in the study area, and limiting the extent of potential impacts).

Future development consistent with the proposed General Plan could have a significant effect on cultural resources. In locations where open space currently exists and development is proposed, unknown and buried prehistoric or historic resources could be affected. (See also General Plan: Agenda for the 21st Century, Page II-18.)

The General Plan program could ultimately affect prehistoric or historic structures with respect to the physical or aesthetic character of prehistoric or historic resource. These effects would occur in conjunction with development activity that either: (1) requires the resource to be razed or otherwise destroyed, or (2) introduces a new aesthetic character that is visually incompatible with the visual qualities of the resource. These potential effects would be assessed for each future development project according to the California Environmental Quality Act.

MITIGATION MEASURES

Natural Resources

Mitigation measures for impacts related to Calabasas's natural resources, including earth, water, and biological resources are included in separate sections of this EIR. Although mineral resources may exist in the study area, existing rural and urban development patterns, as well as existing significant biotic resources and steep hillsides, would preclude the potential for mineral extraction in the future. Policy J.1 (page II-25) of the General Plan policy document is intended to "prohibit the establishment of mineral extraction operations

that could result in significant biological, traffic, air quality, hillside preservation, or quality of life impacts." No additional mitigation measures are necessary.

Cultural Resources

D.1 Historic structures shall be managed through preservation or adaptive reuse, where feasible. Where preservation or adaptive reuse is not possible, architectural renderings for new development shall be submitted to the City of Calabasas Planning Department, prior to construction, to ensure consistency with the character and historical/cultural references of the original feature. Historic features shall be relocated if their preservation in place is not possible.

D.2 Prior to approving discretionary development proposals subject to General Plan consistency findings, City staff shall review the cultural resource sensitivity of any property proposed for development by consulting available inventories of prehistoric and historic sites.

- Phase I studies (literature search and preliminary surface survey) shall be required on all parcels determined by the City to be potentially sensitive for subsurface cultural resources. Exceptions to the Phase I study requirement can be made by the Community Development Director in cases where:

  - Prior archaeological or historic studies have been performed and no significant deposits have been found.

  - Building additions and modifications will not exceed five percent of the existing building footprint square footage.

  - Interior remodeling or exterior facade renovation is proposed.

  - Other circumstances that, in the Community Development Director's judgment, warrant an exemption from the Phase I study requirement. Exemption decisions should be coordinated as part of Planning staff review of a project. Exemptions shall not be permitted for Phases I, II, or III studies on any parcel where archaeological deposits or historic structures meeting CEQA definitions of significance are met.

- If archival or physical evidence on the surface of a location proposed for development indicates that historic or prehistoric archaeological resources or important historic resources may be present, Phase II (subsurface) archaeological test excavations designed and implemented by trained historic and/or prehistoric archaeologists. The Phase II requirements are mandatory where any significant cultural resource is identified as a result of Phase I evaluation.

The Phase II investigation shall determine the probable area and vertical extent of archaeological remains and determine whether the deposits are intact and meet CEQA eligibility requirements pursuant to 1993 CEQA Guidelines.[1] In the cases of historic structures, the Phase II study shall identify the significance of the structure and any potential mitigation plan which may reduce impacts to the structure. The Phase II report shall include a plan for mitigation complying with Appendix K of the 1993 CEQA Guidelines if significant deposits or historic buildings or sites are encountered.

- If determined eligible under the 1993 CEQA Guidelines, impacts to a significant historic or prehistoric archaeological site or standing structure shall be mitigated through a Phase III (subsurface testing or architectural documentation) data recovery program. Financial limitations on Phase III programs shall conform with Appendix K of the 1993 CEQA Guidelines, unless construction is undertaken with Federal funds in which case mitigation funding shall comply with and be limited by Federal standards and guidelines.

- If feasible, construction impacts to significant archaeological deposits shall be minimized through the use of less destructive footing construction technology (post-tensioned slabs, pier footings, etc).

- In cases where a Phase III data recovery program has been required and once a mitigation data recovery program has been completed, a qualified archaeologist shall be present during all excavation activity, including preliminary soil investigations and trenching for foundations, utilities, and grading. When items of historic or archaeological value are uncovered, work shall be halted for a time period reasonable to the City to assess the features and, if necessary, prepared a plan to preserve or recover them.

- If the proposed project is located in an area with prehistoric or historic native Californian sites, then a native descendant shall also be retained to assist in Phase II and Phase III testing and to perform monitoring as required.

MITIGATION MONITORING

The City of Calabasas shall require development applicants to submit an archeological/paleontologic monitoring program for approval prior to grading activities. If historic structures are to be impacted, plans for relocation of such structures shall be submitted to the City.

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[1] For ease of reference, Appendix K of the 1993 CEQA Guidelines has been included as Appendix C of this document.

E. LAND USE

The Calabasas General Plan identifies areas appropriate for future development, and includes policies and performance standards for that development. At build out of the General Plan, the number of dwelling units within the study area will increase by 3,676 units to a total of 12,240 dwelling units. Of this increase, 1,423 units have already been approved, and 2,253 will occur as the result of future development approvals by the City and County. Within the City, General Plan build out will increase the number of dwelling units by 2,340 to a total of 10,197 Of this increase, only 968 will result from future discretionary development review.

General Plan build out will also increase the amount of commercial/industrial building space within the General Plan study area by 5,054,040 square feet (3,623,163 square feet within the City). Of this increase, existing development approvals and development agreements account for approximately 2.316 million square feet of future commercial/industrial development in the study area and 1.773 million square feet of future commercial/industrial development in the existing City limits.

The result of this future development will be a decrease in the amount of open space within the City and General Plan study area. The total amount of open space will decrease from 15,586 acres (5,552 acres in the City) to 6,641 acres (3,152 acres in the City).

ENVIRONMENTAL SETTING

Calabasas can be described as a partially built-out primarily residential community, that contains substantial areas of committed and uncommitted open space. The City contains relatively little commercial or industrial land, a reflection on its residential character and the close proximity to built-up areas to the east in the San Fernando Valley. Existing land use acreage for the City of Calabasas and the adjacent unincorporated areas of the General Plan study area are indicated in Table IV-4.

The residential structure of Calabasas is characterized by numerous gated residential communities which set large blocks of residential land apart from the overall community. Gated communities, which comprise approximately 496 acres of residential land use, dominate the central portion of the City west of Old Topanga Canyon Road, and also occur at scattered sites in the hilly southeastern sections of the City.

Older single family tract housing occurs at the eastern and western portions of the City. Higher density apartments and condominiums are largely concentrated at four sites. These include the extreme eastern corner of the City near the intersection of Mulholland Highway and Mulholland Drive, in the northeast portion of the City along Park Granada Boulevard and Park Street near the Calabasas Inn, in the Malibu Canyon area along Las Virgenes Road north of the 101 Freeway, and at Malibu Lincoln Meadows to the southwest along Las Virgenes Road. Large-lot custom homes and rural housing can be found along major roads throughout much of the hilly terrain to the south.

Table IV-4
Existing Land Use Acreage
Calabasas General Plan Study Area
1993

Land Use Type	Calabasas	Unincorporated	Study Area
Residential			
Single Family Subdivisions[1]	1,544	763	2,307
Multi-Family Dwellings	157	0	157
Mobilehomes	30	113	143
Business			
Retail	66	8	74
Office[2]	107	84	191
Public			
Public/Quasi-Public	105	610	715
Roads/Right-of-Way	711	453	1,164
Open Land			
Vacant/Undeveloped[3]	1,495	35	1,530
Uncommitted Open Space[4]	1,921	8,693	10,614
Dedicated Open Space[5]	2,136	30	2,166
State/Federal Recreation	0	1,276	1,276
Total	**8,272**	**12,065**	**20,337**

Source: Urban Research Associates, March 1993.

1 Single-family subdivisions may include small amounts of higher density housing.

2 Office land use includes a minor amount of light industrial uses occurring in complexes largely devoted to service business and office functions.

3 Vacant/undeveloped land includes land approved for development.

4 Uncommitted open space includes undeveloped land where no developments have been approved. It also includes small, scattered areas of agriculture and rural-density housing in unincorporated areas south of the City.

5 Dedicated open space includes land within existing or proposed developments that is dedicated to open space preservation or open space recreation.

Retail, office, and light industrial land uses currently occupy a small portion of Calabasas. Altogether, 173 acres or 2.1 percent of the City is in business uses. An additional 92 acres of offices occur within the unincorporated "Craftsman's Corner" area north of the Freeway at Parkway Calabasas and along Calabasas Road. Although much of the office and retail development is recent, a number of emerging functional areas can be identified.

- Community retailing and office along Calabasas Road and Park Granada (the Calabasas Park Centre development north of the Lockheed facility between Calabasas Road and Park Granada Boulevard will, when constructed significantly expand this node.
- Neighborhood retailing near the intersections of Mulholland Highway and Mulholland Drive in the extreme east and the intersection of Las Virgenes Road and Agoura Road in the extreme west.
- Corporate office along Agoura Road south of the Freeway between Las Virgenes Road and the western city limits.
- Office and light industrial north of the Freeway at Parkway Calabasas.
- Office and light industrial north of the Freeway at Las Virgenes Road.

In addition, a significant amount of land within the General Plan study area has been committed to open space. These areas include public and private parks, lands owned by the Santa Monica Mountains Conservancy, State/federal recreation areas (Santa Monica Mountains Recreation Area and State park lands), as well as lands that were committed to permanent open space use as part of previous development approvals (e.g., Micor and Baldwin).

IMPACTS

The proposed General Plan will result in the adoption of the City's first land use plan that reflects community-wide goals for the future direction and growth objectives. A land use plan is needed to complete the transition from County of Los Angeles to City of Calabasas land use control. By adopting a land use plan, the previous County land use designations have been reconfigured to better fit the local governmental philosophy and desires.

There are significant differences in land use when comparing the existing conditions with the proposed General Plan land use plan. The greatest difference is noted in the amount of residential acreage and number of units, non-residential acreage, and open space acreage. These differences are presented in Table IV-4. In reviewing Table IV-5, it is important to note the effect of existing development agreements and development approvals. As shown in Table IV-6, the majority of development in the future will occur within existing approved development projects.

Table IV-5
Comparison of Existing and General Plan Build Out Land Use

Land Use	Existing Conditions (1990)	General Plan Build Out
General Plan Study Area Total		
Residential	8,564 units	12,240 units
Commercial/Industrial	2,900,000 square feet	7,954,040 square feet
Open Space	15,586 acres	6,641 acres
Existing City Limits		
Residential	7,857 units	10,197 units
Commercial/Industrial	2,100,000 square feet	5,723,163 square feet
Open Space	5,552 acres	3,152 acres

Source: LSA Associates, Planning Network, 1994.

Table IV-6
Analysis of Future Growth Increment

Land Use	Future Growth (From Table IV-5)	Approved Development	Growth from Future Development Approvals
General Plan Study Area Total			
Residential	3,676 units	1,423 units	2,253 units
Commercial/Industrial	5,054,040 square feet	3,410,740 square feet	1,343,300 square feet
Existing City Limits			
Residential	2,340 units	1,372 units	968 units
Commercial/Industrial	3,623,163 square feet	2,831,713 square feet	791,454 square feet

Source: LSA Associates, Planning Network, 1994.

As shown in Table IV-5, approximately 57.4 percent of the existing open space within the study area will be converted to various forms of development, while 43.3 percent of the current open space within the City will be developed. The balance (6,641 acres within the study area, including 3,152 acres within the City) will remain in permanent open space. It should also be noted that the majority of the open space that will be developed will occur at very low densities (les than one dwelling per ten acres).

It should be noted that, of the 2,038,000 square feet of commercial/industrial development approvals, 982,000 square feet are within the Lost Hills Business Park. The development agreement will lapse in 1994; however, there is still an underlying development approval, even though it will not be vested after the development agreement lapses.

MITIGATION MEASURES

Because the impacts associated with land use changes within the General Plan study area are related to earth resources, water, biological resources, natural and cultural resources, aesthetics/light and glare, transportation and circulation, air quality, noise, public services and facilities, utilities, and human health and risk of upset, mitigation measures for impacts associated with land use changes are contained in those sections of the EIR.

F. POPULATION

Implementation of the General Plan will increase the population of the General Plan study area by 10,424 persons (47.9 percent increase), including a population increase within the present city limits of 8,080 (43.6 percent increase). The majority of these increases will result from residential development approvals that occurred prior to General Plan adoption (a total of 4,587 new residents within the overall study area, including 2,243 within the City).

ENVIRONMENTAL SETTING

The 1990 Census of Population and Housing provides a wealth of data on Calabasas and its General Plan study area. Six block-groups embrace the General Plan study area, as indicated in Table IV-7 and Figure IV-7.

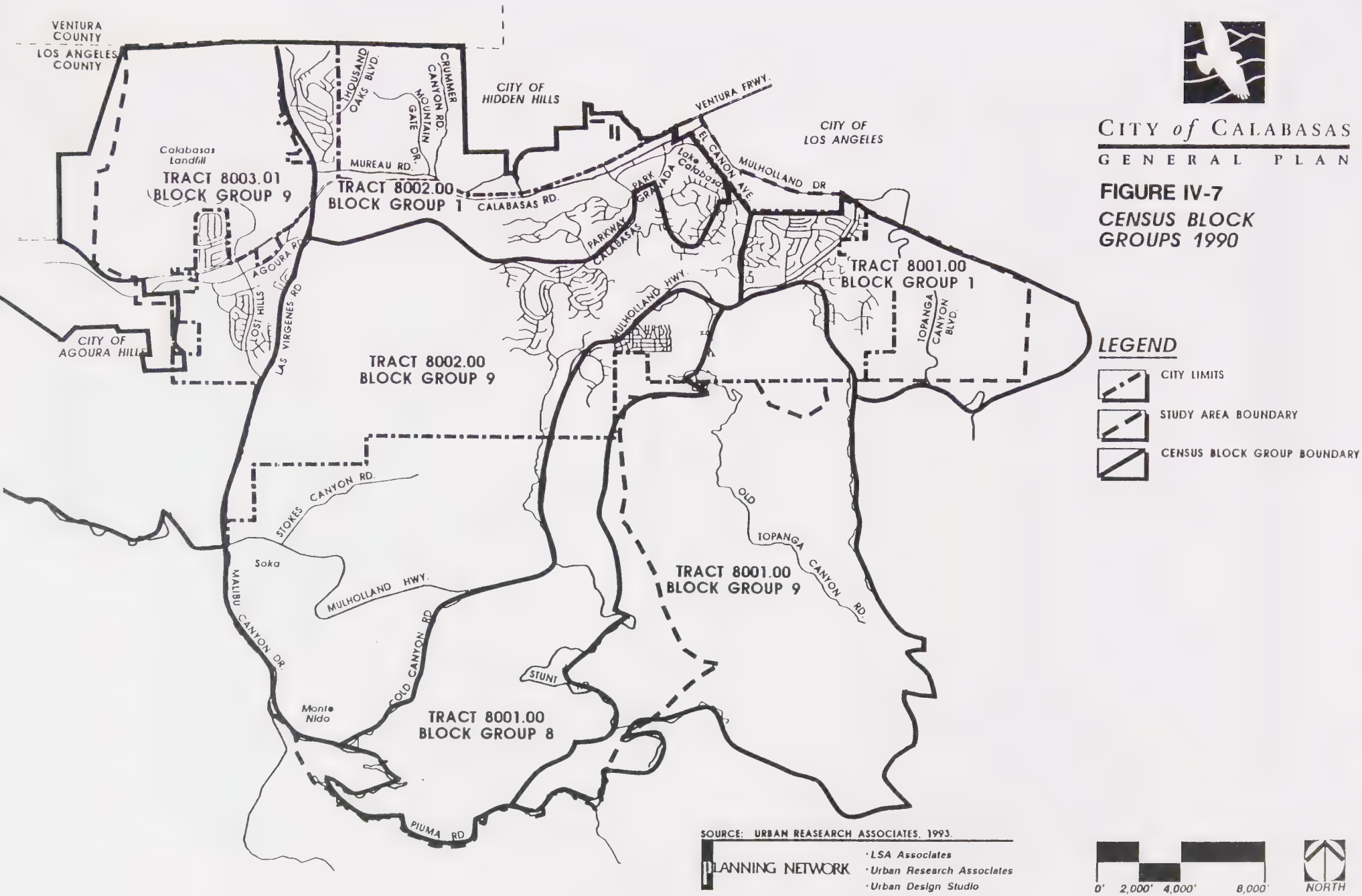
Table IV-7
U.S. Census Tracts and Block Groups
Calabasas General Plan Study Area
1990

Tracts	Block Groups
8001.00	1, 8, 9
8002.00	1, 9
8003.01	9

Source: Urban Research Associates, 1992.

Although the City of Calabasas itself is not identified by the 1990 Census, the portion of these six block-groups lying within the incorporated cities of Agoura Hills and Hidden Hills can be subtracted out, leaving a geographic area that closely approximates the Calabasas General Plan study area. The overbounding which does occur in the southern portions of 8001.009 and 8003.019 does not result in serious overestimation since those are areas of generally low residential densities. However, as discussed in the following section, the population estimates have been revised to be as accurate as possible.

The population section looks at population growth trends and historical growth, projects future growth trends and examines population characteristics such as race and age.



CITY of CALABASAS

GENERAL PLAN

FIGURE IV-7

CENSUS BLOCK GROUPS 1990

POPULATION GROWTH TRENDS AND HISTORICAL GROWTH

Rapid growth has characterized western Los Angeles County over the past decade. Between 1980 and 1990, the region stretching west from the Los Angeles City line to the Ventura County line doubled in population, growing at an average annual rate of approximately four percent. The Calabasas study area shared in this rapid growth. Because of changing census geographies, the population growth for Calabasas itself cannot be determined directly from the census. However, the census does show that 48 percent of the existing housing stock in the six block-groups covering the Calabasas study area was constructed between 1980 and 1990. This is clear evidence of a doubling of the population during that time, following a similar doubling during the 1970s. By 1990, the population was 18,527 within Calabasas city limits and 1,784 in the surrounding study area for a total population of 20,311 in 1990 (see Table IV-8). Building permit data indicate that the area has grown to an estimated population of 21,761 as of January 1993, with 19,857 in city limits and 1,904 in the rest of the study area, as indicated in Table IV-9.

Table IV-8
Estimates of Dwelling Units and Population
Calabasas General Plan Study Area
1990

Housing Units	Calabasas	Unincorporated	Study Area
Occupied	7,069	666	7,735
Vacant	788	41	829
Total	**7,857**	**707**	**8,564**
Population	18,527	1,784	20,311

Source: Urban Research Associates, March 1993.

Notes:
Adjustments to dwelling unit totals include the following:

- Substraction of dwelling units from Census block group totals for areas lying outside General Plan study area based on aerial photos. Largest decrease was in Old Topanga.
- Addition of dwelling units within Los Angeles City southwest of Mulholland.

Table IV-9
Estimates of Dwelling Units and Population
Calabasas General Plan Study Area
1993

Housing Units	Calabasas	Unincorporated	Study Area
Occupied	7,544	709	8,253
Vacant	813	43	856
Total	**8,357**	**752**	**9,109**
Population	19,857	1,904	21,761

Source: Urban Research Associates, March 1993.

Notes:

Adjustments to dwelling unit totals include the following:

- Addition of 500 dwelling units to City. Proportionate increase of 45 dwelling units to study area.
- Lowering of vacancy rate from 1990 figure of 10 percent to estimated 5 percent.

POPULATION PROJECTIONS

Continued outward growth pressures from the San Fernando Valley suggest that growth pressures will remain strong in Calabasas and its General Plan study area. Counter forces such as the present economic slowdown and the hilly character of much of the unbuilt land should produce some slowing of growth. However, in the absence of explicit growth management policies, a continuation of recent growth trends points to an average annual population growth rate of at least three percent over the decade of the 1990s. At such a rate, the population of Calabasas and its General Plan study area would increase by approximately 7,100 persons over the decade of the 1990s. Market conditions could potentially create a higher growth rate than three percent.

Whether Calabasas itself grows at a three percent or higher rate will depend on policy decisions regarding land use and zoning, environmental protection, and the provision of services. The recently completed community attitude survey indicated strong public sentiments in favor of slower growth and enhanced environmental protection. Growth in Calabasas over the decade could be far less than three percent per year if the City adopts land use policies consistent with public slow-growth sentiments. Thus, growth in Calabasas will be policy-driven and a function of any restrictions placed by the City.

POPULATION CHARACTERISTICS

Race/Ethnicity

The ethnic/racial composition of the Calabasas population is predominantly White/Non-Hispanic (see Table IV-10). Over 87 percent of the population falls into that category, while 6.4 percent is classified as Asian, and 4.3 percent as Hispanic (all races). The small size of the minority population of Calabasas stands in sharp contrast with the population of Los Angeles County.

Table IV-10
Ethnic/Racial Composition
Calabasas General Plan Study Area
1990

Race Ethnicity	Calabasas and Study Area (%)	Los Angeles County (%)
White/Non-Hispanic	87.6	41.0
Hispanic	4.3	37.3
Asian	6.4	10.4
Black	1.4	10.7
Other	0.3	0.5

Source: Urban Research Associates, November 1992.

Income

The median household income in Calabasas and its General Plan study area in 1990 was $66,421 compared with $34,965 for the county as a whole. This topic is discussed further in the Household Characteristics section.

Age

The population of Calabasas varies from the rest of Los Angeles County. In general, Calabasas has proportionally fewer younger people (0-39 age groups) and older people (60+). However, Calabasas' percentage of people in the 40-59 age groups is significantly higher than Los Angeles County. The median age of Calabasas and its General Plan study area in 1990 was 32.6, while the median age in Los Angeles County as a whole was 30.8 years. The two largest age cohorts are 40-49 and 20-29 (see Table IV-11).

Table IV-11
Age of Population
Calabasas General Plan Study Area
1990

Age Cohort	Calabasas + Study Area (%)	Los Angeles County (%)
0 - 9	11.5	15.6
10 - 19	12.9	13.8
20 - 29	17.1	19.0
30 - 39	16.2	18.0
40 - 49	20.9	12.3
50 - 59	10.7	8.1
60 - 69	6.6	6.8
70 - 79	2.9	4.3
80 - 99	1.2	2.1

Source: Urban Research Associates, November 1992.

The elderly population (65+) comprises only 7.3 percent of the total, while the pre-elderly (55-64) represent only another 8.5 percent. As the large 40-49 age cohort grows older, the number of "empty-nest" families with grown children will increase over the next decade. The growth of "empty-nest" households suggests that neighborhood stability rather than change will predominate in many Calabasas neighborhoods during the 1990s. At the same time, the number of young-adults in the population may help maintain the proportion of households with children. From a planning perspective, the maturing of the young-adult population may produce an increase in the number of family households and an increase in family size. This points to the potential for a strong market for single family housing. It also means that the school-age population should at least remain stable despite the increase in empty-nest households. A substantial jump in the elderly population will not occur until the middle of the first decade of the 21st century.

IMPACTS

Implementation of the General Plan will increase the City's and study area's current population. This impact will occur directly as the result of residential development, and indirectly through commercial/industrial development which may induce new workers to move into the area. The population is forecast to increase by 10,424 persons from 21,761 to 32,185 (43.6 percent increase) at build out of the study area. City population will increase by 8,080 persons from 18,527 to 26,607 at build out (43.6 percent increase).

MITIGATION MEASURES

Mitigation measures for impacts associated with the increase of population within the General Plan study area are related to circulation/transportation, utilities, public services and facilities, human health and risk of upset, air quality, land use, housing, biological resources, natural and cultural resources, earth resources, and water, and are included in those sections of this EIR.

G. HOUSING

Implementation of the General Plan will result in the construction of up to 3,676 new dwelling units within the General Plan study area (2,440 units within the City). Of these new dwelling units, a total of 1,423 will occur within previously approved projects (1,582 within the City).

ENVIRONMENTAL SETTING

Calabasas and the surrounding General Plan study area contained 8,564 housing units as of 1990. The range of housing types reflects the peripheral-suburban nature of the community. Three-quarters of the units were single family dwellings (either detached or attached).

With over three-quarters of its housing consisting of single-family dwellings, Calabasas exceeds the Los Angeles County average for single-family dwellings by approximately 20 percentage points. The five percent mobile homes is also well above the county level of 1.8 percent. Calabasas falls substantially below the County averages for multi-family dwellings (17.7 percent versus 42.2 percent).

The high income and high proportion of single family dwellings in Calabasas results in a high proportion of owner-occupied residences. Over 76 percent of the occupied housing units in the Calabasas General Plan study area were owner-occupied in 1990, compared with 48.2 percent for Los Angeles County.

However, of the 3,008 housing units built during the period from 1985 to 1990, 1,274 units or 42.4 percent were occupied by renters in 1990. That compares with a renter-occupied proportion of 11.9 percent for housing units constructed prior to 1985.

Housing unit vacancy in Calabasas is nearly twice that of Los Angeles County (see Table II-8 of the Community Profile report). In 1990, 9.6 percent of Calabasas residences were vacant compared with 5.5 percent for the County. The highest vacancy rates occurred among medium size apartment complexes (5 to 19 units) and single family dwellings. Large apartments complexes, small multifamily developments, and mobile homes had lower vacancy rates.

The 1990 Census figures overstate the actual vacancy rate in Calabasas. Of 864 vacant units in the study area, only 674 were actually held for rent or for sale. That equates to a vacancy rate of 7.6 percent. The remaining vacant units were either second homes or rented/sold but not yet occupied. Even the adjusted rate of 7.6 percent was probably inflated by the substantial number of new homes and apartments recently completed but not yet rented or sold as of April, 1990. With the subsequent slow-down in building activity permitting demand to catch up with supply, the current vacancy rate is unlikely to exceed five percent.

The condition of housing units is generally good in Calabasas. Housing throughout the community is well-maintained and exceeds minimum habitability standards. One objective measure of housing quality, the availability of full plumbing, is lacking in only 1 out of every 500 (0.2 percent) housing units.

Housing, particularly owner-occupied housing, is expensive in Calabasas. The median home value reported to the 1990 Census was over $450,000, more than double the Los Angeles County median of $223,800. Only five percent of the homes had reported values below $200,000. Although home values in the study area may have fallen since 1990, Calabasas still remains one of the most expensive single family residential areas in Los Angeles County.

Monthly renter costs, while higher than in the adjacent San Fernando Valley, are less skewed toward the upper end than are owner costs. The median monthly rent in 1990 in Calabasas was $925, compared with median monthly owner costs in excess of $2000. The County of Los Angeles had an average monthly rental cost of $626.

Rental housing affordability is a serious problem in Calabasas, where 53.7 percent of all renters pay in excess of 30 percent of their income for housing. However, this problem is not peculiar to Calabasas, since the number of renters experiencing affordability problems is only marginally higher than the 48.9 percent figure for all of Los Angeles County.

Average household size in Calabasas, standing at 2.6, is substantially smaller than the 2.9 average for all of Los Angeles County. This reflects the large number of households consisting of couples without children, as well as a smaller number of children in households with children. The average size of apartment and condominium households is 2.3 persons per household, while the average size of single family dwelling households is 2.8 persons per household.

Calabasas has a high median annual household income of $66,421. Nearly one-third of all households earn more than $100,000 per year. Yet, the City also is home to a substantial number of low and moderate income households, with 12.9 percent of all households earning less than $25,000 per year.

In 1990, 14.7 percent of the households in the General Plan study area could be classified as low or moderate income. That represents the proportion of households with incomes below 80 percent of the Los Angeles County median income. It is estimated that 1,125 of those low/moderate income households were located within the City of Calabasas, with the balance located in the surrounding General Plan study area.

Overcrowding, defined as more than one person per room, rarely occurs in Calabasas. Only 166 households (2.1 percent) were identified by the Census as having more than one person per room. Those were divided almost evenly between renter and owner occupied households. Severe overcrowding, defined as more than two persons per room, occurred in only five households.

The population over age 65 in 1990 was 1,511, accounting for 7.3 percent of the total population. Because the 1990 Census indicated a sharp jump in the number of persons in the 40-49 age group compared with the 50-59 age group, a major increase in the over 65 population is likely to occur after the year 2005.

According to the 1990 Census, 426 residents of the Calabasas General Plan study area are classified handicapped due to mobility or self-care limitations. This represents two and one-half percent of the total population over age sixteen. In comparison to Los Angeles County, Calabasas has a smaller percentage of disabled persons; Los Angeles County residents who are disabled constitute eight percent of the total population.

A major growth issue for Calabasas and other outlying communities of Los Angeles County is the balance between housing and jobs. Efforts to achieve greater balance between employment and housing growth lie at the heart of regional mobility and clean air planning. At the same time, the level of commercial development needed to achieve balanced growth often meets with community resistance at the local level. Subsequent to preparation of the Community Profile, data on local employment became available through SCAG and the 1990 Census. According to Census data, there were 10,172 people employed within the City of Calabasas in 1990. Approximately another 1,200 were employed within the unincorporated portions of the General Plan Study area. This translates into approximately 1.26 local jobs per dwelling unit. According to SCAG, a "balance of housing and jobs occurs when the ratio of jobs to housing units is 1.2."

At present, Calabasas has a rough balance of housing and jobs. The presence of office and commercial development along the Freeway corridor will permit the community to sustain or even improve its jobs-housing balance. Much depends, however, on the rate of future population growth and the impact of application of future policy decisions on the eventual intensity of residential, commercial, office, and business park land use.

IMPACTS

Implementation of the General Plan will ultimately have an indirect effect on housing in the City of Calabasas by facilitating the residential development in accordance with the provisions of the General Plan and the land use plan map. When compared with existing conditions, the General Plan will allow for an increase in housing from 8,564 units to 12,240 units under the proposed plan (increase of 3,676 units). This increase includes the 1,423 housing units that could occur with the implementation of the previously approved projects and development agreements. It should also be noted that a considerable portion of the proposed land use plan is proposed for very low density use (less than one dwelling unit per ten acres).

MITIGATION MEASURES

Mitigation for impacts associated with the increase in the number of dwelling units within the General Plan study area are related to circulation/transportation, utilities, public services and facilities, human health and risk of upset, air quality, land use, housing, biological resources, natural and cultural resources, earth resources, and water, and are included in those sections of this EIR.

H. AESTHETICS AND LIGHT AND GLARE

Implementation of the General Plan will introduce development forms into areas that are now in a natural condition, thus changing the visual character of the land within areas designated for urban and rural development on the General Plan Land Use map. Significant environmental features, such as ridgelines and natural skylines, will not be impacted, and will be preserved in their condition.

In addition, new development within the City and its General Plan study area will introduce new sources of light and glare. However, the imposition of General Plan performance standards will reduce potential light and glare impacts to a level of insignificance.

ENVIRONMENTAL SETTING

Aesthetics

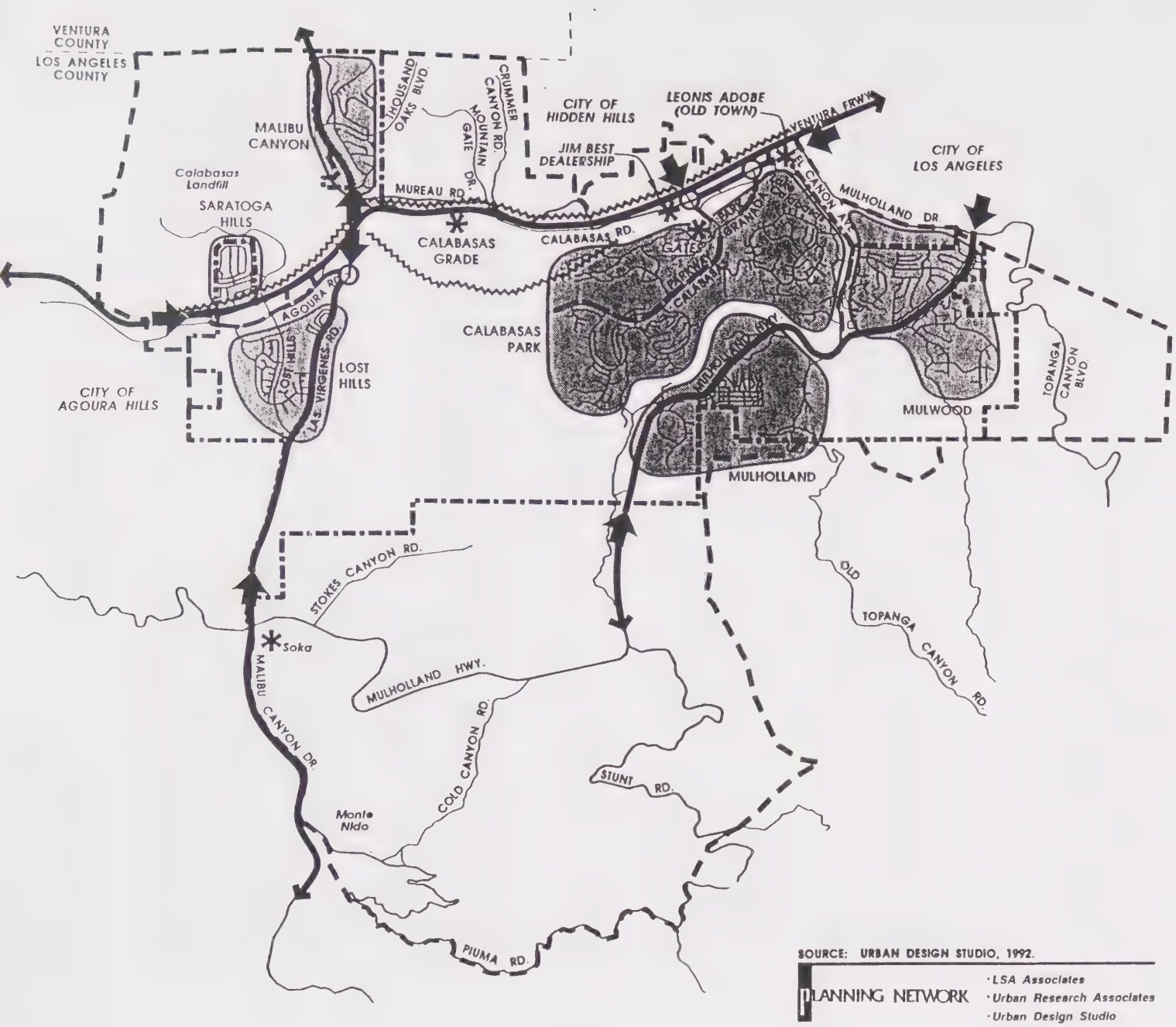
Calabasas has always been identified with the beauty of its natural environment: the rolling hills, oak woodlands, canyons, wildlife, and its overall rural character. While this character and natural beauty are still apparent, the encroachment of new development threatens to destroy the reasons many residents chose to live in Calabasas.

Native oak trees, whether standing alone on a barren hillside or in woodland clusters, play a significant role in the Calabasas landscape. These trees provide a distinctive visual identity as well as valuable habitat for various animal species. Visually, the study area contains some of the most scenic and diverse topography in the region. The beauty of its oak studded hillsides, peaks and ridgelines, canyons, and riparian woodlands all combine to create a feeling of openness and character that is essentially small town/semi-rural.

Views to distant ridgelines occur throughout the study area. The ridgelines serve as reference points and provide natural scenic backdrops for the viewshed in which they occur. Natural, undeveloped ridgelines affirm the City's semi-rural character.

In addition to the general scenic beauty of the natural hillsides, canyons, and ridgelines that are a vital part of the City, there are other specific local geographic features and scenic places which stand out in the landscape and help define the City's unique character. The list of features has been identified as warranting special concern as to their protection from future development (see Figure IV-8).

The major paths which define community character within the study area are the Ventura Freeway, Mulholland Highway, and Las Virgenes Road. Secondary paths include Calabasas Parkway and Agoura Road. Two identified edges are the Ventura Freeway and the Calabasas Grade. Although these features are very different, they each act to visually and physically define the boundaries it encloses. The Ventura Freeway creates an edge along which most of the commercial businesses have developed. The Freeway also provides major access through the City and into and out of Los Angeles. The Calabasas Grade provides a visual edge and is the most scenic vista from the Freeway and also represents



SOURCE: URBAN DESIGN STUDIO, 1992.

PLANNING NETWORK
- LSA Associates
- Urban Research Associates
- Urban Design Studio

CITY OF CALABASAS
GENERAL PLAN

FIGURE IV-8

URBAN DESIGN COMPONENTS MAP

LEGEND

- CITY LIMITS
- SPHERE OF INFLUENCE
- MAJOR PATH
- SECONDARY PATH
- NEIGHBORHOOD
- EDGE
- ENTRY
- LANDMARK
- AUTO ORIENTED NODE

0' 2,000' 4,000' 8,000'

NORTH

the preferred visual image of the City. The only clearly identifiable entry to the City is the landmark wagon which is located outside at the intersection of Mulholland Drive and Calabasas Road in the City of Los Angeles.

Some of the identified landmarks within Calabasas have strong positive sentiment, some negative, and others have a combination of both connected with them. The Leonis Adobe in Old Town Calabasas is a landmark with a strong positive image. This landmark captures many of the desirable aspects of the City. It is simplistic, rustic, and rural. Old Town Calabasas and the Leonis Adobe represent the differentiation between Calabasas and its neighboring city, Los Angeles.

In contrast, another identified landmark is the lushly landscaped gateway entrance to Calabasas Park. The characteristics of this landmark are urban rather than rural. This visual image is man-made, ornate, and well manicured. It is characteristic of the type of residential development that lies beyond it.

One landmark, the Jim Bess Auto Mall, appears to have a strongly negative sentiment regarding its aesthetic character connected to it, and is related to the location, design, bulk, and lack of landscaping of the dealership, rather than its use.

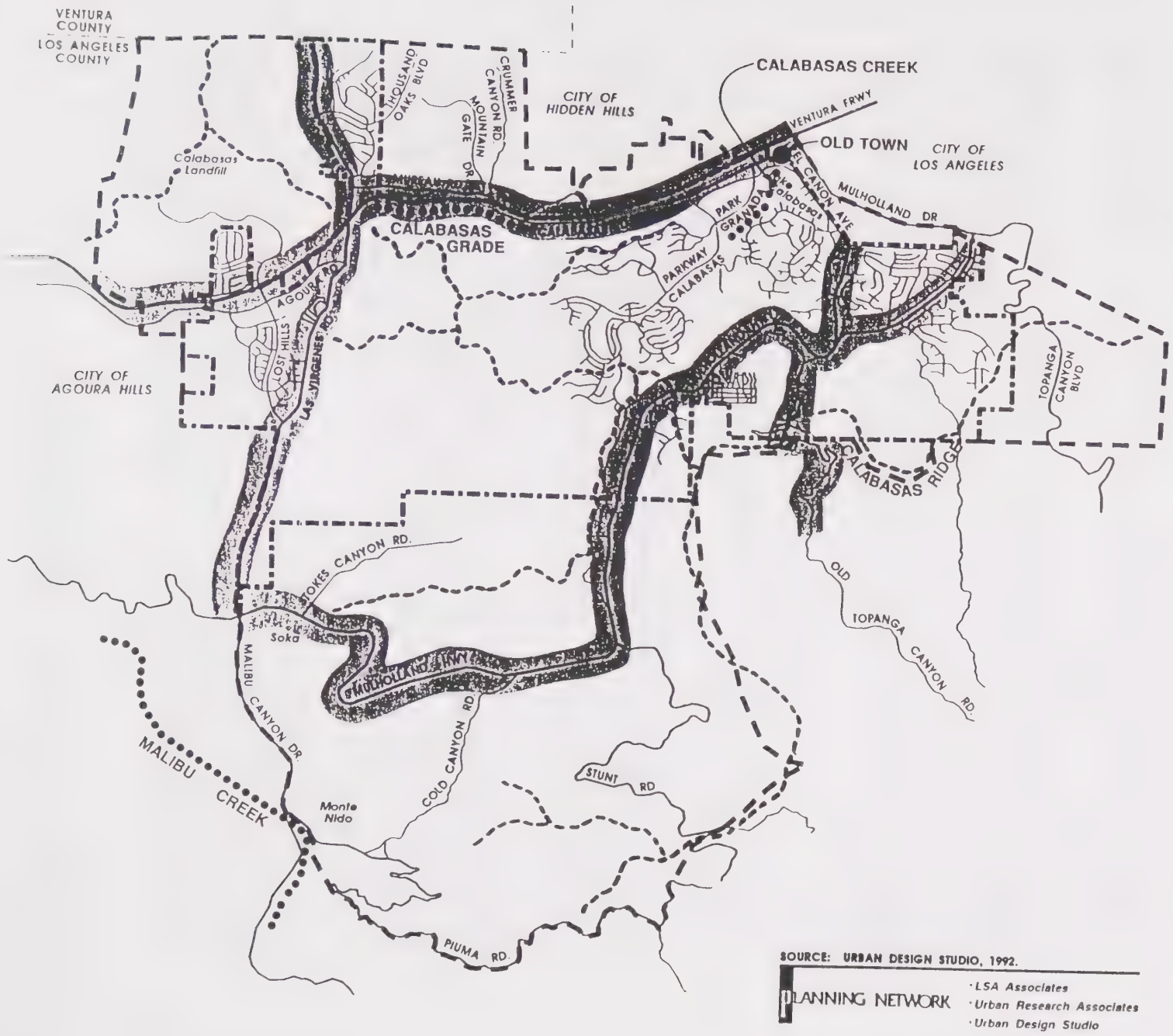
Aesthetic Regulations and Design Controls

The City has enacted a Scenic Corridor Ordinance which currently identifies four scenic corridors (see Figure IV-9).

The Old Town Calabasas Overlay Zone was established to preserve and promote the Old West architectural style within the Old Town area. The overlay was established to ensure consistency with the Western theme and compatibility with existing land uses in terms of use, intensity, architectural design, pedestrian level activity, and preservation of natural resources such as oak trees and Calabasas Creek.

The Scenic Corridor Ordinance was established to identify the City's designated scenic corridors, establish required development processing procedures, and provide required findings for project approval based on a set of design guidelines. The Ordinance recognizes and defines the differences between particular corridor sections that may be essentially rural and those that are developed, or urban. Special attention needs to be given to transition areas (areas on the fringe of urban areas) to ensure that development does not sprawl into rural areas.

The Oak Tree Ordinance sets forth the City policy to define a specific entity for management and enforcement responsibility to protect oak trees in the City. The Ordinance requires reforestation, registration, and preservation of all healthy oak trees, unless reasonable and conforming use of the property justifies the removal, transplanting, altering, and/or encroachment into the oak tree's protected zone. The Ordinance requires an Oak Habitat Preservation Program be established to provide for reforestation and



SOURCE: URBAN DESIGN STUDIO, 1992.

PLANNING NETWORK
- LSA Associates
- Urban Research Associates
- Urban Design Studio

0' 2,000' 4,000' 8,000'

NORTH

CITY OF CALABASAS
GENERAL PLAN

FIGURE IV-9

SCENIC FEATURES

LEGEND

- CITY LIMITS
- SPHERE OF INFLUENCE
- SIGNIFICANT RIDGELINES
- SCENIC CORRIDORS
- SIGNIFICANT FEATURES

replacement of woodlands, public acquisition of woodlands, and public education regarding habitat preservation.

Since incorporation, the City has also enacted a Site Plan Review Ordinance and a Development Review Process. They currently provide the regulatory standards, design guidelines, and procedures for the review of all development projects in the City including buildings' exterior appearances.

The Art in Public Places Ordinance was developed to provide aesthetic enhancement and enrichment of the community by the inclusion of fine art throughout the City. The goal is to provide a collection of nationally recognized, permanent outdoor sculpture to be enjoyed by all.

Light and Glare

In the Calabasas General Plan study area, light and glare occurs primarily in those areas dominated by intense urban conditions. These take place in various degrees depending on land use type. The primary sources are commercial areas where significant outdoor lighting requirements are needed. Examples include automobile dealers, commercial centers, and business parks and parking lots. Other sources that are not commercial oriented include major roadway/freeway facilities with intense street lighting, and athletic facilities (e.g., ball diamonds). Except for the latter, the other uses are inclined to utilize lighting through the night time period. Use of exterior lighting at athletic/school facilities is generally periodic and of shorter duration. Glare is primarily associated with excessive lighting during hours of darkness or extreme light reflection during daylight hours, particularly from mirrored building surfaces.

Shade and shadow impacts come from natural topographic features, trees, and mid-rise and high-rise structures.

IMPACTS

Aesthetics

The proposed General Plan will have an effect on aesthetic resources as the result of a combination of new development and preservation of open space and visual features. The primary visual impacts of General Plan implementation will occur within the areas that are designated for development on the General Plan Land use map, but which are currently in open space use. Of particular note are the following, previously approved, developments:

- Calabasas Park West
- The Enclave at Calabasas
- Pazar Development
- Lost Hills Business Park and Calabasas Commerce Center
- Calabasas Park Centre.

The Enclave at Calabasas and Calabasas Park West will result in the conversion of a large land mass in the central portion of the City from uncommitted open space to suburban residential development. As a result, the natural character and visual resources of the areas to be developed will be lost. However, these projects have also preserved significant land areas in permanent natural open space, including the areas that are most visible from the Ventura Freeway and Las Virgenes Road.

Pazar Development will result in the conversion of currently open lands into a commercial center along Las Virgenes Road at a highly visible location along that roadway. In addition, the completion of the Lost Hills Business Park and the Calabasas Commerce Center will introduce business park structures along the Ventura Freeway. Even though these projects have been partially constructed and graded, business park structures will ultimately become the dominant visual feature immediately adjacent to the north side of the freeway east of Las Virgenes Road, and on the south side of the freeway from Las Virgenes Road to the western city limits.

The Calabasas Park Centre will result in the development of mid-rise office/commercial structures along Calabasas Road, and will result in a change in the visual character of development immediately west of the Old Town area.

The General Plan protects the significant visual features, such as ridgelines, and provides policies and performance standards for site plan review and project design which will reduce the visual impacts of future development to a level of insignificance.

Light and Glare

The proposed General Plan designates areas for land uses that may extensively utilize light, or introduce a new light and glare sources into areas considered sensitive to light and glare. The effects of light and glare would occur on a project-by-project basis, particularly for business park, commercial and office uses, or other uses that require the extensive use of light sources or that generate glare. The General Plan includes maximum acceptable development impacts (Table VIII-3), and design guidelines (Chapter VIII) for light and glare issues that limit the amount of light and glare that may be created, or that could spill over onto adjacent properties. In conjunction with future project submittals, the City's project specific environmental review process will determine the light and glare effects on adjacent uses, and implement General Plan performance standards.

MITIGATION MEASURES

Aesthetics

The following mitigation measures shall be used by the City of Calabasas Planning Department as criteria for evaluating the consistency of proposed projects with the goal to maintain Calabasas's existing aesthetic character.

H.1. Discretionary development projects which are subject to General Plan consistency findings shall preserve those features which combine to create Calabasas' unique character, including:

- An impressive physical setting, dominated by rolling hills, oak woodlands, canyons, riparian areas, and wildlife
- A sense of leaving the Los Angeles metropolitan area upon entering Calabasas due to the contrast between the intensity of the metropolitan area and the openness and scenic beauty of the community's natural environment
- Large areas of natural hillsides visible from the Ventura Freeway, and a community character as seen from the Freeway that is dominated by natural environmental features
- Diverse topography with large areas unbroken by manmade slopes, and long-range vistas of open ridgelines and mountain slopes which define the extent of urban development
- The historic identity and the western character of Old Town and an emphasis on Old Town as a community cultural center and gathering place
- A low-rise character of the City's other commercial and office areas
- A compact, well-defined urban area which is bounded by rural residential and natural open space
- Availability of nearby commercial facilities, services, and office uses in business districts which are physically separated from the City's residential neighborhoods
- Preservation of significant environmental features, and incorporation of open spaces into the fabric of new developments
- A clean, uncluttered look along Calabasas Road
- A lack of night lighting and existence of dark skies, enhancing the visibility of stars at night
- Extensive opportunities for community involvement.

H.2. Discretionary development projects which are subject to General Plan consistency findings shall promote the establishment and maintenance of the following additional features to enhance community character, including:

- Provision of gathering, meeting, and recreational places
- Pedestrian-oriented uses within a mixed use context in and adjacent to Old Town
- Design of commercial facilities which facilitate, rather than hinder, pedestrian circulation *within* the facility, as well as between commercial facilities and adjacent residential neighborhoods
- Development designs which enhance a feeling of being safe without the need to gate individual neighborhoods
- Traditional, rather than trendy or "franchise" architecture that complements rather than obliterates the natural character of Calabasas' setting
- Distinctive buildings that contribute to, rather than detract from Calabasas's semi-rural character
- Hillside residential development designs which feature natural, rather than manmade forms, and which emphasize the use of custom foundations in place of slab construction
- Size of houses and flat pad areas in hillside settings to those which are consistent with character of the natural setting
- Community entry statements and landscaping that accurately portray community character.

H.3. Discretionary development projects subject to General Plan consistency findings shall establish an architectural and siting design theme which is compatible with surrounding existing and planned developments, and include the following:

- A relationship to prominent design features existing in the immediate area (i.e., trees, landforms, historic landmarks)
- A relationship to existing structures
- The natural environment (i.e., hillsides, washes, native vegetation, community landscaping).

H.4. Discretionary development projects subject to General Plan consistency findings shall create pleasing transitions to surrounding development, for example:

- The bulk of new structures should relate to the area's environment's and to the adjacent development
- Setbacks[1] from streets and adjacent properties should relate to the scale of the structure and the function of the street and shall be to encourage pedestrian scale and uses
- Multi-story structures should be made less imposing by physically stepping them back from street level.

H.5. Discretionary development projects subject to General Plan consistency findings shall respect the identified views and view corridors of existing developments to the greatest extent possible.

- Where applicable, view corridors which are oriented toward existing or proposed community amenities, such as parks, open space, or natural features should be enhanced.
- Subtle variations in architectural and landscape components which provide visual interest, but do not create abrupt changes or cause discord in the overall character of the neighborhood are encouraged.
- Appropriate transitions between different projects and urban and rural land use transitions, are to be provided, including the provision of buffer areas, landscaping and other similar treatments (e.g., hedges, walls, fences, berms, or landscaped open space).

H.6. Discretionary development projects subject to General Plan consistency findings shall be of such a scale that they will not diminish the reasonable enjoyment of adjacent properties. Adequate setbacks and buffer areas are to be provided. In addition, appropriate restrictions may be placed on operations to ensure that adjacent uses operate in a compatible manner.

H.7. The bulk and design of new residential dwelling units (including additions) in neighborhoods comprised of small "cabin" lots shall be such that new structures preserve natural resources and the scenic beauty of the area's hillsides.

H.8. The intensity of new business/office park development shall be limited to that which is consistent with Calabasas' special character and its semi-rural image.

[1] Within Old Town, zero setbacks from properties lines and street rights-of-way are appropriate.

Light and Glare

The General Plan defines a lack of night lighting and existence of dark night skies as features that combine to create Calabasas' unique character, and are, therefore, to be preserved.

Development is considered to have an unacceptable impact on local quality of life if the increase in nighttime intensity of light on adjacent properties is greater than 0.01 foot-candles,[1] measured at a point five feet inside the adjacent property. The following mitigation measure shall be included in project design plans submitted to the City of Calabasas to ensure compliance with this performance standard.

H.11. The intensity of original light sources shall be reduced to the minimum necessary to carry out required functions and provide security. Light sources shall be shielded to avoid impacts on adjacent properties, and directional lighting shall be used.

MITIGATION MONITORING

Architectural renderings and lighting plans shall be submitted to the City Planning Department for review prior to the issuance of building permits.

[1] The standard of 0.01 foot-candles is roughly equivalent to the difference in nighttime lighting between having no moon, and having a half moon present.

I. TRANSPORTATION AND CIRCULATION

Build out of the Calabasas General Plan will result in significant increases in traffic on the Ventura Freeway and area roadways. The majority of traffic within the General Plan study area at build out will result from existing development and development projects and development agreements whose approval preceded the General Plan.

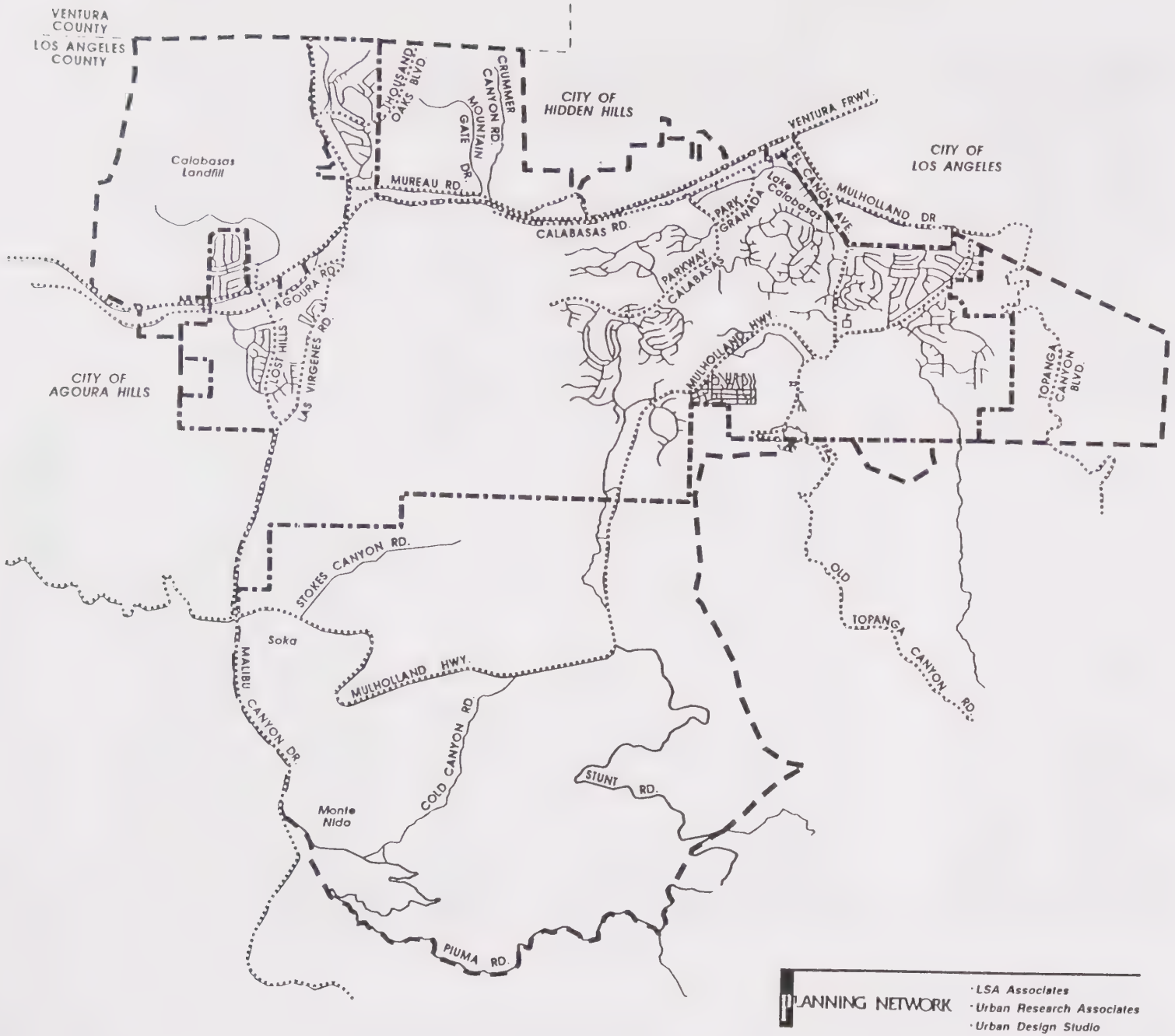
The General Plan places a high priority on preserving significant environmental features (e.g., natural hillsides, biological habitats, and linkages) and protecting existing residential neighborhoods from intrusion of significant traffic volumes. Thus, the General Plan Transportation Element emphasizes alternatives to single occupant vehicle travel. Level of service standards contained in the General Plan are based on accommodating build out of the General Plan land use map, to the extent possible, on the existing roadway system, and expanding the capacity of that system where such additional capacity can be provided without creating significant impacts on the natural environment or existing residential neighborhoods.

ENVIRONMENTAL SETTING

The examination of streets and roads includes a review of the local roadway system, an identification of the regional highway system, and an evaluation of existing traffic conditions. Figure IV-10 illustrates the existing circulation system within the City of Calabasas, as well as its General Plan study area. The local roadway system considered in the study area consists of Lost Hills Road, Agoura Road, Thousand Oaks Boulevard, Mureau Road, Calabasas Road, Parkway Calabasas, Park Granada Boulevard, Old Topanga Canyon Road, and Mulholland Highway. Regionally, the study area is served by the Ventura Freeway (U.S. Highway 101). The Ventura Freeway is an eight lane freeway extending from the City of Los Angeles to the east, to Ventura and Santa Barbara Counties to the west. Within the City, access to the Ventura Freeway is provided via full interchanges at Lost Hills Road, Las Virgenes Road, and Parkway Calabasas. Access to the Freeway is also provided via full interchanges at Mulholland Drive (City of Los Angeles).

Existing daily traffic volumes for the primary roadways in the City of Calabasas and its General Plan study area were provided by the City Public Works Department, and were supplemented with additional counts. Table IV-12 summarizes existing daily traffic counts, along with the number of lanes along each roadway section.

Table IV-13 summarizes the a.m. and p.m. peak hour levels of service for each of the intersections analyzed. Examination of the existing circulation system within the City indicates that a majority of the primary roadways in the City of Calabasas are north-south roadways. The only roadways which connect the east and west parts of the City are Highway 101, Mureau Road, and Mulholland Highway. Mulholland Highway is too far south to be used by a majority of the traffic traveling between the east and west portions of the City. Due to the lack of east-west facilities, people desiring to travel from one end of the City to the other are required to use Highway 101. The requirement for substantial use of a regional facility for local trips is not necessarily a desirable situation.



CITY OF CALABASAS
GENERAL PLAN

FIGURE IV-10
EXISTING CIRCULATION SYSTEM

LEGEND

- CITY LIMITS
- SPHERE OF INFLUENCE
- STUDY AREA ROADWAYS

PLANNING NETWORK
- LSA Associates
- Urban Research Associates
- Urban Design Studio

0' 2,000' 4,000' 8,000'

NORTH

Table IV-12
Existing Daily Traffic Volumes

Roadway Section	Count Source	Lanes	Capacity Criteria	Volume	Ratio
Lost Hills Road					
North of Highway 101	LSA[3]	2	14,000	6,700	0.48
Highway 101 Overcrossing	LSA[3]	2	14,000	9,800	0.70
Highway 101 - Agoura Road	LSA[3]	4 Undiv.	22,000	16,300	0.74
Agoura Road - Malibu Hills Road	City[1]	4 Div.	25,000	11,900	0.48
Malibu Hills Rd - Meadow Creek Lane	City[1]	4 Div.	25,000	9,000	0.36
North of Las Virgenes Road	City[1]	4 Div.	25,000	7,000	0.28
Las Virgenes Road					
North of Thousand Oaks Blvd	City[2]	2	14,000	4,200	0.30
South of Thousand Oaks Blvd	City[1]	4 Div.	25,000	7,400	0.30
North of Parkmor Road	City[1]	4 Div.	25,000	9,300	0.37
Parkmor Road - Mureau Road	City[1]	4 Div.	25,000	13,400	0.54
Mureau Road - Highway 101	LSA[3]	4 Div.	25,000	15,100	0.60
Highway 101 - Agoura Road	LSA[3]	4 Div.	25,000	27,500	1.10
Agoura Road - Oak Glen Street	City[1]	4 Div.	25,000	17,500	0.70
Oak Glen Street - Meadow Creek Lane	LSA[3]	4 Div.	25,000	16,300	0.65
Meadow Creek Lane - Lost Hills Road	City[2]	2	14,000	23,400	1.67
Lost Hills Road - Mulholland Highway	City[1]	2	14,000	18,900	1.35
South of Mulholland Highway	LSA[3]	2	14,000	20,700	1.48
South of Piuma Road	LSA[3]	2	14,000	20,300	1.45
Agoura Road					
West of Lost Hills Road	LSA[3]	2	14,000	1,600	0.11
Lost Hills Road - Las Virgenes Road	City[2]	4 Undiv.	22,000	8,800	0.40
Mureau Road					
East of Las Virgenes Road	City[1]	4 Div.	25,000	3,700	0.15
Mountain Gate Dr - Crummer Canyon Road	LSA[3]	4 Div.	25,000	3,400	0.14
North of Calabasas Road	City[1]	2	14,000	6,200	0.44
Calabasas Road					
Mureau Road - Parkway Calabasas	City[2]	2	14,000	6,600	0.47
Parkway Calabasas - Park Granada Blvd	City[2]	4 Div.	25,000	12,500	0.50
Park Granada Blvd - Mulholland Drive	City[2]	2	14,000	16,500	1.18
Parkway Calabasas					
South of Calabasas Road	LSA[3]	4 Div.	25,000	11,700	0.47
North of Park Granada Blvd	City[1]	4 Div.	25,000	7,300	0.29
Park Granada Blvd - Park Entrada	City[1]	4 Div.	25,000	8,900	0.36
Park Entrada - Paseo Primaro	City[1]	4 Div.	25,000	6,200	0.25

Table IV-12
Existing Daily Traffic Volumes

Roadway Section	Count Source	Lanes	Capacity Criteria	Volume	Ratio
Paseo Primaro - Camino Portal	City[1]	4 div.	25,000	3,700	0.15
Camino Portal - Palmilla Drive	City[1]	2	14,000	1,500	0.11
Park Granada Boulevard					
East of Parkway Calabasas	City[1]	4 Div.	25,000	3,900	0.16
South of Calabasas Road	LSA[3]	4 Div.	25,000	9,300	0.38
Old Topanga Road					
South of Mulholland Drive	LSA[3]	2	14,000	10,300	0.74
Vicasa Road - Bluebird Drive	City[1]	2	14,000	8,800	0.63
North of Mulholland Highway	City[2]	2	14,000	7,000	0.50
South of Mulholland Highway	LSA[3]	2	14,000	2,500	0.18
Topanga Canyon Road					
South of Mulholland Drive	Caltrans[1]	2	14,000	14,000	1.00
Mulholland Highway					
East of Las Virgenes Road	LSA[3]	2	14,000	1,900	0.14
North of Stunt Road	LSA[3]	2	14,000	2,700	0.19
East of Canyon Drive	LSA[3]	2	14,000	4,800	0.34
West of Old Topanga Road (southerly)	LSA[3]	2	14,000	6,600	0.47
East of Old Topanga Road (southerly)	City[2]	2	140,00	6,900	0.49
Topanga Canyon Road (Con't.)					
East of Old Topanga Road (northerly)	City[1]	2	14,000	7,100	0.51
Old Topanga Road - Declaration Ave.	LSA[3]	2	14,000	7,900	0.56
West of Mulholland Drive	City[1]	4 Undiv.	22,000	13,400	0.61

Source: LSA Associates, Inc., 1993.

[1] 1991 counts.

[2] 1990 counts.

[3] 1992 counts.

Table IV-13
Existing Intersection Levels of Service

Intersection		Control	AM Peak Hour		PM Peak Hour	
			ICU[1]	LOS Major/Minor[2]	ICU[1]	LOS Major/Minor[2]
1.	Lost Hills Road/Highway 101 Westbound Ramps	Stop Sign	--	A/E	--	F/F
2.	Lost Hills Road/Highway 101 Eastbound Ramps	Stop Sign	--	A/D	--	D/F
3.	Lost Hills Road/Agoura Road	Signalized	0.59	A	0.60	A
4.	Las Virgenes Road/Mureau Road	Stop Sign	--	A/D	--	A/F
5.	Las Virgenes Road/Highway 101 Westbound Ramps	Signalized	0.77	C	0.59	A
6.	Las Virgenes Road/Highway 101 Eastbound Ramps	Signalized	0.85	D	0.78	C
7.	Las Virgenes Road/Agoura Road	Signalized	0.87	D	0.69	B
8.	Highway 101 Westbound Off-Ramp/Ventura Blvd	All-Way Stop	--	E[3]	--	F[3]
9.	Parkway Calabasas/Hwy 101 Westbound On-Ramp	No Control	--	C/-[4]	--	F/-[4]
10.	Parkway Calabasas/Highway 101 Eastbound Ramps	Stop Sign	--	C/F	--	F/F
11.	Parkway Calabasas/Calabasas Road	Signalized	0.85	D	0.86	D

Source: LSA Associates, Inc., 1993.

[1] Intersection Capacity Utilization (UCI) is only presented for signalized intersections.

[2] Where applicable, major/minor LOS represents levels of service for critical left turns from the major and minor streets, respectively, for unsignalized intersections.

[3] All-way stop control LOS is calculated for the entire intersection, based on overall delay.

[4] The intersection of Calabasas Parkway/Highway 101 westbound on-ramp does not have any minor street movements. The LOS for the major street is for the northbound left turn from Parkway Calabasas onto the freeway ramp.

Table IV-I5
General Plan Roadway Improvement
Mitigation Measures

Roadway Segment	LOS Guidelines[1]	At General Plan Build Out: Current # Lanes	At General Plan Build Out: LOS	Needed Roadway Configuration Changes
Lost Hills Road				
Highway 101 - Canwood Street	C	2	B	No Improvements
Highway 101 - Overcrossing	C	2	F	Widen to 6 lanes[2]
Highway 101 - Agoura Road	C	4	E	Widen to 6 lanes[2]
Agoura Road - Malibu Hills Road	C	4	B	No Improvements
Malibu Hills Road - Meadow Creek Lane	C	4	A	No Improvements
Meadow Creek Lane - Las Virgenes Road	C	4	A	No Improvements
Las Virgenes Road				
North of Thousand Oaks Boulevard	C	2	A	No Improvements
Thousand Oaks Boulevard - Morrison Ranch Road	C	4	A	No Improvements
Morrison Ranch Road - Parkmor Road	C	4	A	No Improvements
Parkmor Road - Mureau Road	C	4	A	No Improvements
Mureau Road - Highway 101	C	4	A	No Improvements
Highway 101 - Agoura Road	E	4	F	Widen to 6 lanes[3]
Agoura Road - Glen Street	C	2	F	Widen to 4 lanes[3]
Glen Street - Meadow Creek Lane	C	2	F	Widen to 4 lanes[3]
Meadow Creek Lane - Lost Hills Road	C	2	F	Widen to 4 lanes
Lost Hills Road - Mulholland Highway	F	2	F	No Improvements
Malibu Canyon Road	F	2	F	No Improvements
Agoura Road				
Vendell Road - Lost Hills Road	C	4	A	No Improvements
Lost Hills Road - Las Virgenes Road	C	4	A	No Improvements

With the addition of committed projects and implementation of the roadway widenings that are conditions of approval for those projects, as well as growth in through traffic along the major arterials, the following roadway segments in the City of Calabasas are forecast to operate at LOS E and LOS F:

- Lost Hills Road (Highway 101 overcrossing)
- Las Virgenes Road (Highway 101 to Mulholland Highway)
- Malibu Canyon Road (South of Mulholland Highway)
- Calabasas Road (Park Granada Blvd. - Mulholland Drive)
- Old Topanga Road (Mulholland Drive - Vicasa Road).

With addition of General Plan build out traffic volumes and no additional roadway improvements, the following roadway segments in the City of Calabasas are forecast to operate at LOS E and LOS F:

- Lost Hills Road (Highway 101 overcrossing to Agoura Road)
- Las Virgenes Road (Highway 101 to Mulholland Highway)
- Malibu Canyon Road (South of Mulholland Highway)
- Mureau Road (Crummer Canyon - Calabasas Road)
- Calabasas Road (Mureau Road - Parkway Calabasas)
- Calabasas Road (Park Granada Blvd. - Mulholland Drive)
- Old Topanga Road (Mulholland Drive - Bluebird Drive)
- Ventura Freeway (Woodlake Avenue - Mulholland Drive).

The General Plan Transportation Circulation Element includes level of service guidelines for key arterials in the City of Calabasas. These guidelines determine acceptable levels of service. The guidelines included in the Draft General Plan are based on a desire to protect significant environmental features, and to maintain the quality of life and circulation flow in the City of Calabasas. Per the proposed General Plan Circulation Element, it is the City's objective that roadway links and intersections within the urban areas Calabasas operate at a minimum level of service LOS C and at a level of service B in rural areas, with the exception of segments where expansion of roadway capacity is not feasible. Along these segments, the Draft General Plan determines that different levels of service are acceptable. For example, within the Old Town area, Calabasas Road is projected to function at level of service F. Widening of the roadway to accommodate projected traffic would result in the destruction of historical buildings and adversely impact the historic nature of Old Town. Thus, the General Plan identifies level of service F as being acceptable along Calabasas Road through Old Town.

Table IV-15 provides a list of the roadway improvements along each arterial link required to achieve the desired level of service, as recommended by the General Plan. For each of the links, the existing plus committed number of travel lanes are provided, along with the build out improvements required to achieve the desired LOS.

As Table IV-15 indicates, with build out of the General Plan and committed projects in the City of Calabasas, achieving roadway performance levels will require roadway widenings along the following two arterials:

- Lost Hills Road (between Highway 101 and Agoura Road)
- Las Virgenes Road (between Highway 101 and Lost Hills Road)
- Mureau Road (between Crummer Canyon and Calabasas Road).

Table IV-14
Average Daily Traffic (ADT) and
Level of Service (LOS) Summary

Roadway Segment	Existing			Existing + Committed			Exist. + Comm. + General Plan Build Out		
	Lane	Vols.	LOS	Lane	Vols.	LOS	Lane	Vols.	LOS
Mulholland Highway									
Las Virgenes Road - Stunt Road	2U	1,900	A	2U	4,700	A	2U	9,300	C
Stunt Road - Canyon Drive	2U	2,700	A	2U	2,800	A	2U	4,300	A
Canyon Drive - Dry Canyon	2U	4,800	A	2U	4,800	A	2U	6,500	A
Dry Canyon - Old Topanga South	2U	6,900	A	2U	8,200	B	2U	10,800	D
Old Topanga South - Old Topanga North	2U	7,100	A	2U	8,200	B	2U	10,800	D
Old Topanga North - Declaration Avenue	2U	7,900	B	2U	7,800	B	2U	9,800	C
Declaration Avenue - Mulholland Drive	4U	13,400	A	4U	13,600	A	4U	17,200	A
Ventura Freeway (US-101)*									
Woodlake Avenue - Mulholland Drive	8	166,000	E	10	202,900	D	10	223,900	F
Mulholland Drive - Calabasas Parkway	8	157,000	D	10	188,200	D	10	205,500	D
Calabasas Parkway - Las Virgenes Road	8	152,000	D	10	183,500	D	10	195,500	D
Las Virgenes Road - Lost Hills Road	8	136,000	C	10	172,400	D	10	181,200	D
Lost Hills Road - Liberty Canyon	8	142,000	D	10	176,000	D	10	185,800	D

Source: LSA Associates, Inc., December 6, 1993.

* Caltrans Route Concept Report proposes to add one HOV lane in each direction along the Ventura Freeway.
U Undivided roadway
D Divided roadway

Table IV-14
Average Daily Traffic (ADT) and
Level of Service (LOS) Summary

Roadway Segment	Existing			Existing + Committed			Exist. + Comm. + General Plan Build Out		
	Lane	Vols.	LOS	Lane	Vols.	LOS	Lane	Vols.	LOS
Parkway Calabasas									
Calabasas Road - Park Granada Boulevard	4D	7,300	A	4D	14,200	A	4D	17,500	A
Park Granada Road - Park Entrada	4D	8,900	A	4D	13,200	A	4D	14,700	A
Park Entrada - Paseo Primaro	4D	6,200	A	4D	9,600	A	4D	11,000	A
Paseo Primaro - Camino Portal	4D	3,700	A	4D	7,000	A	4D	8,100	A
Camino Portal - Palmilla Drive	2U	1,500	A	2U	5,100	A	2U	6,200	A
Park Granada Boulevard									
Parkway Calabasas - Park Capri	4D	3,900	A	4D	7,200	A	4D	8,200	A
Park Sorrento - Calabasas Road	4D	9,400	A	4D	13,300	A	4D	14,200	A
Old Topanga Road									
Mulholland Drive - Vicasa Road	2U	10,300	D	2U	12,100	E	2U	15,400	F
Vicasa Road - Bluebird Drive	2U	8,800	C	2U	10,300	D	2U	13,000	F
Bluebird Drive - Mulholland Highway	2U	7,000	A	2U	8,400	B	2U	11,200	D
Mulholland Highway - Cold Creek Road	2U	2,500	A	2U	3,800	A	2U	4,800	A
Topanga Canyon Road (SR-27)									
Mulholland Drive - Cezanne Avenue	2U	14,000	F	2U	16,600	F	2U	20,300	F

Table IV-14
Average Daily Traffic (ADT) and
Level of Service (LOS) Summary

Roadway Segment	Existing			Existing + Committed			Exist. + Comm. + General Plan Build Out		
	Lane	Vols.	LOS	Lane	Vols.	LOS	Lane	Vols.	LOS
Las Virgenes Road (Cont'd)									
Meadow Creek Lane - Lost Hills Road	2U	23,400	F	2U	24,700	F	2U	29,200	F
Lost Hills Road - Mulholland Highway	2U	18,900	F	2U	26,100	F	2U	31,600	F
Malibu Canyon Road	2	20,700	D	2	26,900	F	2	31,200	F
Agoura Road									
Vendell Road - Lost Hills Road	4D	1,600	A	4D	3,500	A	4D	4,100	A
Lost Hills Road - Las Virgenes Road	4D	8,800	A	4D	13,300	A	4D	13,800	A
Mureau Road									
Las Virgenes Road - Mountain Gate Drive	4D	3,700	A	4D	4,700	A	4D	7,800	A
Mountain Gate Drive - Crummer Canyon	4D	3,400	A	4D	4,300	A	4D	7,200	A
Crummer Canyon - Calabasas Road	2U	6,200	A	2U	7,300	A	2U	12,500	F
Calabasas Road									
Mureau Road - Parkway Calabasas	2U	6,600	A	2U	7,500	B	2U	18,100	F
Parkway Calabasas - Park Granada Boulevard	4D	12,500	A	4D	17,100	A	4D	27,100	C
Park Granada Boulevard - Mulholland Drive	2U	16,500	F	2U	25,200	F	2U	33,700	F

Table IV-14
Average Daily Traffic (ADT) and
Level of Service (LOS) Summary

Roadway Segment	Existing			Existing + Committed			Exist. + Comm. + General Plan Build Out		
	Lane	Vols.	LOS	Lane	Vols.	LOS	Lane	Vols.	LOS
Lost Hills Road									
Highway 101 - Canwood Street	2U	6,700	A	2U	8,000	B	2U	8,700	B
Highway 101 - Overcrossing	2U	9,800	C	2U	15,000	F	2U	17,900	F
Highway 101 - Agoura Road	4U	16,300	A	4U	26,000	D	4U	29,800	E
Agoura Road - Malibu Hills Road	4D	11,900	A	4D	18,900	A	4D	22,000	B
Malibu Hills Road - Meadow Creek Lane	4D	9,000	A	4D	14,400	A	4D	17,700	A
Meadow Creek Lane - Las Virgenes Road	4D	7,000	A	4D	10,200	A	4D	11,900	A
Las Virgenes Road									
North of Thousand Oaks Boulevard	2U	4,200	A	2U	4,800	A	2U	5,100	A
Thousand Oaks Boulevard - Morrison Ranch Road	4D	7,400	A	4D	8,100	A	4D	9,400	A
Morrison Ranch Road - Parkmor Road	4D	9,300	A	4D	10,500	A	4D	11,900	A
Parkmor Road - Mureau Road	4D	13,400	A	4D	15,500	A	4D	17,900	A
Mureau Road - Highway 101	4D	15,100	A	4D	17,800	A	4D	20,000	A
Highway 101 - Agoura Road	4D	27,500	C	4D	40,700	F	4D	46,500	F
Agoura Road - Glen Street	2U	17,500	F	2U	25,600	F	2U	30,000	F
Glen Street - Meadow Creek Lane	2U	16,300	F	2U	23,500	F	2U	28,200	F

- Las Virgenes Road between Highway 101 and A.E Wright School
- Parkway Calabasas/Highway 101 Interchange
- Parkway Calabasas/Calabasas Road
- Park Granada Boulevard/Calabasas Road
- Mulholland Highway/Old Topanga Canyon Road
- Mulholland Highway/Freedom Drive
- Mulholland Highway/Eddingham Avenue
- Mulholland Highway/Declaration Avenue
- Mulholland Highway adjacent to Calabasas High School
- Calabasas Road through Old Town
- Mulholland Drive/Valley Circle Boulevard
- Mulholland Drive/Valmar Road
- Mulholland Drive/Mulholland Highway
- Mulholland Drive/Topanga Canyon Boulevard.

Generally, trucks travel along the Ventura Freeway and service the commercial and business park uses along the Freeway. City staff, in conjunction with residents, are currently reviewing various strategies to deter trucks destined for locations outside the City from Calabasas streets, which presently utilize city roadways (such as Las Virgenes Road) as a faster alternative to the coastal cities than Highway 101.

IMPACTS

A comprehensive traffic study was prepared for the General Plan (LSA Associates, Inc., December 1993, updated September 1994), and is provided in Appendix B. The study includes a discussion on trip generation, distribution and assignment and analysis methodology. A summary of the findings is provided below. The study includes analyses of the existing conditions, existing plus committed projects conditions, existing plus committed projects plus the proposed General Plan conditions, and the cumulative effects (includes a discussion of the Ahmanson Ranch).

Roadway Links

Table IV-14 presents the existing, existing plus committed (including growth in through traffic), and existing plus committed plus general plan project forecast daily traffic volumes and levels of service for the City of Calabasas' arterial circulation network and the adjacent Ventura Freeway. For purposes of this summary, committed roadway improvements are included as the basis for assessing levels of service under the project condition.

In general, LOS D or better is considered acceptable by many urban communities on arterials, while LOS E and LOS F conditions are considered unacceptable and the level at which roadway widenings should be considered. As Table IV-14 indicates, the following arterial roadway sections currently operate at LOS E and LOS F:

- Las Virgenes Road (Agoura Road - Mulholland Highway)
- Calabasas Road (Park Granada Blvd. - Mulholland Drive)
- Topanga Canyon Road (Mulholland Drive - Cezanne Avenue).

As discussed previously, access to the Ventura Freeway is provided via three interchanges in the City of Calabasas. The intersection level of service analysis indicates that all three interchanges operate at unacceptable levels of service during the a.m. and/or p.m. peak hours. The City of Calabasas and Los Angeles County are currently analyzing both the Lost Hills Road/Ventura Freeway interchange and the Parkway Calabasas/Ventura Freeway interchange to determine the modifications needed to improve levels of service at these locations. The City of Calabasas experiences a significant amount of regional through traffic (traffic without an origin or destination in the City) traveling through the City via the Ventura Freeway, Las Virgenes Road, Lost Hills Road, and Mulholland Highway. Much of this traffic is to and from the coastal cities for beach access. The regional through traffic has a significant impact on freeway interchanges in the City, as well as on the levels of service on local roadways, thereby reducing the capacity needed to accommodate local traffic.

A specific regional traffic issue of particular concern in Calabasas is "Z" traffic. This circulation phenomenon is characterized by traffic traveling between areas to the west along Highway 101 and coastal cities via city roadways, such as Las Virgenes Road (the term "Z traffic" comes from the pattern created by traffic traveling from the west on Highway 101 to Las Virgenes Road to Pacific Coast Highway). The section of Las Virgenes Road between Highway 101 and Agoura Road currently has a daily volume of 27,500, which is greater than the Los Angeles County capacity criteria for a four lane roadway. Similarly, Las Virgenes Road south of Meadow Creek Lane (where it transitions from a four lane roadway to a two lane roadway) has daily volumes of between 18,900 vehicles and 23,400 vehicles which, is considerably in excess of the capacity criteria for a two lane roadway. "Z" traffic primarily results from drivers seeking alternatives to the heavily congested Ventura and San Diego freeways through San Fernando Valley and the Sepulveda Pass. Because it is generally quicker for commuters to leave the freeway in the Calabasas area and traverse Las virgenes Road and Malibu Canyon Road into west Los Angeles, many do so. The "Z" traffic contributes to and exacerbates unacceptable conditions in the local area, including heavy traffic volumes through urban and rural residential neighborhoods. The regional through traffic known as "Z" traffic has a significant impact on freeway interchanges in the City, as well as on the capacity and levels of service of Lost Hills Road, Las Virgenes Road, and Malibu Canyon Road.

Many of the residential neighborhoods in the City of Calabasas are gated communities and accessed via private roadways. These private roadways are not interconnected, resulting in the inability for residents to travel to adjacent areas of the City via local streets. Travel to and from these residential neighborhoods requires traffic to use major roadways for purposes of making local trips, thereby increasing potential congestion along these roadways.

The City of Calabasas Traffic and Transportation Commission has done extensive research to identify intersections and roadways within the City which are of concern of local residents. These roadways and intersections are:

- Lost Hills Road/Highway 101 Overcrossing
- Lost Hills Road/Cold Springs Street
- Lost Hills Road/Las Virgenes Road
- Las Virgenes Road/Parkmor Road

Table IV-I5
General Plan Roadway Improvement
Mitigation Measures

Roadway Segment	LOS Guidelines[1]	At General Plan Build Out		Needed Roadway Configuration Changes
		Current # Lanes	LOS	
Mureau Road				
Las Virgenes Road - Mountain Gate Drive	C	4	A	No Improvements
Mountain Gate Drive - Crummer Canyon	C	4	A	No Improvements
Crummer Canyon - Calabasas Road	C	2	C	See Note[3]
Calabasas Road				
Mureau Road - Parkway Calabasas	C	2	C	See Note[3]
Parkway Calabasas - Park Granada Blvd.	C	4	C	No Improvements
Park Granada Blvd. - Mulholland Drive	F	2	F	No Improvements
Parkway Calabasas				
Calabasas Road - Park Granada Blvd.	C	4	A	No Improvements
Park Granada Road - Park Entrada	C	4	A	No Improvements
Park Entrada - Paseo Primaro	C	4	A	No Improvements
Paseo Primaro - Camino Portal	C	4	A	No Improvements
Camino Portal - Palmilla Drive	C	2	A	No Improvements
Park Granada Boulevard				
Parkway Calabasas - Park Capri	C	4	A	No Improvements
Park Sorrento - Calabasas Road	C	4	A	No Improvements
Old Topanga Road				
Mulholland Drive - Vicasa Road	C	2	F	Improve Striping[4]
Vicasa Road - Bluebird Drive	C	2	F	Improve Striping[4]
Bluebird Drive - Mulholland Highway	C	2	D	Improve Striping[4]
Mulholland Highway - Cold Creek Road	C	2	A	No Improvements
Topanga Canyon Road (SR-27)				
Mulholland Drive - Cezanne Avenue	F	2	F	No Improvements

Table IV-I5
General Plan Roadway Improvement
Mitigation Measures

Roadway Segment	LOS Guidelines[1]	At General Plan Build Out: Current # Lanes	At General Plan Build Out: LOS	Needed Roadway Configuration Changes
Mulholland Highway				
Las Virgenes Road - Stunt Road	C	2	C	No Improvements
Stunt Road - Canyon Drive	C	2	A	No Improvements
Canyon Drive - Dry Canyon	C	2	A	No Improvements
Dry Canyon - Old Topanga Road (South)	D	2	D	Improve Striping[5]
Old Topanga (South) - Old Topanga (North)	D	2	D	Improve Striping[5]
Old Topanga (North) - Declaration Ave.	C	2	C	Improve Striping[5]
Declaration Ave. - Mulholland Drive	C	4	F	Improve Striping[5]
Ventura Freeway (US-101)				
Woodlake Ave. - Mulholland Drive	E	10	F	No Improvements
Mulholland Drive - Calabasas Parkway	E	10	D	No Improvements
Calabasas Parkway - Las Virgenes Road	E	10	D	No Improvements
Las Virgenes Road - Lost Hills Road	E	10	D	No Improvements
Lost Hills Road - Liberty Canyon	E	10	D	No Improvements

Source: LSA Associates, Inc., September 1994.

[1] Where forecast General Plan LOS are not within desired LOS and required improvements to achieve desired LOS are prohibitive, LOS Guidelines have been adjusted to maintain consistency between the General Plan circulation and Land Use elements.

[2] Lost Hills Bridge and Thoroughfare Construction Improvement Program.

[3] The City will pursue construction of a new bridge structure over the Ventura Freeway west of the existing bridge, providing four lanes west of the new bridge, and extend Calabasas Road west of Parkway Calabasas to the new bridge as a four lane roadway. As a result, a through, four lane roadway would be provided between Las Virgenes Road and Parkway Calabasas as an alternate emergency detour route for the Ventura Freeway.

[4] Re-stripe the existing roadway to provide adequate transitions between the two lane and four lane segments.

[5] Provide striping improvements such as adequate transitions between two and four lane facilities and provide turn pockets along Mulholland Highway to improve traffic circulation.

Intersections

Table IV-16 presents the existing, existing plus committed projects, and existing plus committed projects plus general plan build out intersection levels of service. As Table IV-16 indicates, under existing conditions, 7 of the 11 intersections currently operate at LOS D or worse, with some intersections operating at LOS F during the p.m. peak hour. Intersections which currently operate in excess of the LOS C threshold include:

- Lost Hills Road/Highway 101 Eastbound Ramps
- Lost Hills Road/Highway 101 Westbound Ramps
- Las Virgenes Road/Highway 101 Eastbound Ramps
- Las Virgenes Road/Agoura Road
- Parkway Calabasas/Highway 101 Westbound On-Ramp
- Parkway Calabasas/Highway 101 Eastbound Ramps
- Parkway Calabasas/Calabasas Road.

Currently, all the Ventura Freeway interchanges that provide access to the City of Calabasas are of the diamond interchange design. One of the constraints associated with this type of interchange design is its inability to provide sufficient green time to accommodate potentially high left turn demand to the freeway on-ramp. Specifically, the conflict between the left turn to the on-ramp, the left turn exiting the freeway, and the opposite through movement often results in LOS F conditions.

In the existing plus committed projects (including growth in through traffic) scenario, the following intersection improvements are included:

- Committed project improvements at the Las Virgenes Road interchange with Highway 101 as follows:
  - Provide a second northbound left turn lane and separate right turn lane to the westbound Highway 101 intersection;
  - Provide two additional approach lanes along las Virgenes Road at the eastbound Highway 101 intersection; and
  - Provide an additional approach lane at the eastbound Highway 101 off-ramp.
- Committed project improvements at the Las Virgenes Road/Agoura Road intersection will provide an additional northbound approach lane and a re-striping of the existing southbound approach lanes along Las Virgenes Road.

Table IV-16
Existing, Committed, Project and Project Improvements Intersection Level of Service Summary

		Existing Conditions				Existing + Committed Projects				Existing + Committed + General Plan Build Out				With General Plan Roadway Capacity Enhancements			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Intersection Location	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
1.	Lost Hills Road/Highway 101 Westbound Ramps	0.60	A	1.16	F	0.83	D	1.70	F	0.96	E	1.92	F	0.43	A	0.32	A
2.	Lost Hills Road/Highway 101 Eastbound Ramps	1.73	F	1.34	F	2.63	F	2.05	F	3.16	F	2.43	F	0.47	A	0.75	C
3.	Lost Hills Road/Agoura Road	0.61	B	0.72	C	0.90	D	1.06	F	0.97	E	1.19	F	0.69	B	0.81	D
4.	Las Virgenes Road/Mureau Road	0.30	A	0.41	A	0.34	A	0.48	A	0.45	A	0.57	A	--	--	--	--
5.	Las Virgenes Road/Highway 101 Westbound Ramps	0.77	C	0.57	A	1.01	E	0.68	B	1.17	F	0.81	D	0.56	A	0.74	C
6.	Las Virgenes Road/Highway 101 Eastbound Ramps	0.85	D	0.78	C	0.85	D	0.85	D	0.95	E	0.98	E	0.75	C	0.77	C
7.	Las Virgenes Road/Agoura Road	0.87	D	0.69	B	0.97	E	0.83	D	1.09	F	0.90	D	0.83	D	0.77	C
8.	Highway 101 Westbound Off-Ramp/Ventura Blvd.	0.61	B	0.63	B	0.35	A	0.43	A	0.64	B	0.60	A	--	--	--	--

Table IV-16
Existing, Committed, Project and Project Improvements Intersection Level of Service Summary

		Existing Conditions				Existing + Committed Projects				Existing + Committed + General Plan Build Out				With General Plan Roadway Capacity Enhancements			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Intersection Location	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
9.	Parkway Calabasas/ Highway 101 Westbound On-Ramp	1.02	E	1.21	F	0.59	A	0.83	D	0.82	D	1.02	E	0.67	B	0.80	C
10.	Parkway Calabasas/ Highway 101 Eastbound Ramps	0.69	B	1.02	E	0.81	D	0.78	C	1.39	F	1.22	F	0.94	E	0.98	E
11.	Parkway Calabasas/ Calabasas Road	0.85	D	0.86	D	1.01	E	1.05	F	1.59	F	1.57	F	1.04	E	1.08	F

Source: LSA Associates, Inc., September 1994.

Notes:

ICU Intersection Capacity Utilization
LOS Level of Service
-- No project improvements.

- Improvements at the Parkway Calabasas interchange with Highway 101 as follows:
  - Relocating the eastbound on and off ramps to Highway 101 from Parkway Calabasas to Calabasas Road
  - Reconfiguring the westbound ramps to provide a loop
  - Providing turn lanes at the westbound on ramp to Highway 101 along Parkway Calabasas
  - Providing additional turn lanes at the westbound off-ramp at Ventura Boulevard
  - Providing additional approach lanes at the intersection of Parkway Calabasas and Calabasas Road.

As Table IV-16 indicates, with the improvements identified above, 6 of the 11 intersections will continue to operate at worse than LOS C conditions. The committed improvements are not sufficient to achieve the desired LOS C conditions at these locations. The following intersections will operate at worse than the LOS C threshold in the Existing Plus Committed condition:

- Lost Hills Road/Highway 101 Eastbound Ramps
- Lost Hills Road/Highway 101 Westbound Ramps
- Lost Hills Road/Agoura Road
- Las Virgenes Road/Highway 101 Eastbound Ramps
- Las Virgenes Road/Agoura Road
- Parkway Calabasas/Calabasas Road.

With the proposed General Plan project conditions and assuming no additional roadway improvements beyond those identified as committed improvements, levels of service above the desired LOS C threshold will prevail at 9 of the 11 intersections. The intersections which fail to meet the City of Calabasas General Plan Circulation Element LOS C threshold are:

- Lost Hills Road/Highway 101 Eastbound Ramps
- Lost Hills Road/Highway 101 Westbound Ramps
- Lost Hills Road/Agoura Road
- Las Virgenes Road/Highway 101 Eastbound Ramps
- Las Virgenes Road/Highway 101 Westbound Ramps
- Las Virgenes Road/Agoura Road;
- Parkway Calabasas/Highway 101 Westbound On-Ramp;
- Parkway Calabasas/Highway 101 Eastbound Ramps; and
- Parkway Calabasas/Calabasas Road.

The following intersection improvements are proposed for the General Plan build out condition:

- Provide additional turn lanes at the eastbound and westbound Highway 101 freeway off-ramps at Las Virgenes Road.
- Provide an additional southbound right turn lane along Las Virgenes Road at the intersection with Agoura Road.
- Widen Las Virgenes Road from to six lanes from the Ventura Freeway To Agoura Road, and to four lanes from Agoura Road to Lost Hills Road.
- Provide additional turn lanes at the intersection of Parkway Calabasas and Calabasas Road.

The resulting intersection levels of service with all committed and general plan improvements are provided in Table IV-15. As Table IV-15 indicates, these improvements result in five intersections operating at LOS C or better, two intersections operating at LOS D, one intersection operating at LOS E, and one intersection operating at LOS F during the PM peak hour.

Roadway widening and intersection improvements are required to meet minimum level of service thresholds identified in the General Plan Circulation Element. Furthermore, the existing conditions analysis indicates that many of the arterials and intersections currently operate at levels of service that do not meet the Circulation Element thresholds.

The proposed General Plan roadway widening and intersection improvements presented in this report result in 5 of the 11 intersections operating at LOS C or better during the peak hours. The remaining five intersections operate at LOS D, LOS E, and LOS F. While these levels of service may be considered acceptable in many cities, these levels of service do not meet the desired levels of service thresholds recommended in the General Plan Circulation Element.

Table IV-17 presents the lane geometrics for area intersections that would be needed to support General Plan build out and maintain General Plan level of service objectives. It should be noted that this table does not include the addition of peak hour traffic generated by the proposed Ahmanson Ranch project.[1] Based on the size of that project, and peak hour trips forecast along Las Virgenes Road north of the Ventura Freeway, it is anticipated that additional roadway intersection capacity enhancements would be needed to meet the City's level of service C objective.

[1] Impacts of the Ahmanson Ranch project are discussed in Cumulative Impacts, Chapter X.

Table IV-17
Existing, Conditioned, and Needed General Plan Build Out Intersection Lane Geometrics

Intersection Location	Improvements[1]	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1. Lost Hills Road/Highway 101 Westbound Ramps	Existing	0	1	0	0	1	1	0	0	0	1	0	1
	Committed	-	-	-	-	-	-	-	-	-	-	-	-
	Project	0	2	Free	0	2	Free	-	-	-	-	-	-
2. Lost Hills Road/Highway 101 Eastbound Ramps	Existing	0	1	0	0	1	0	1	0	1	0	0	0
	Committed	-	-	-	-	-	-	-	-	-	-	-	-
	Project	0	3	Free	1	2	0	1	0	Free	-	-	-
3. Lost Hills Road/Agoura Road	Existing	1	2	0	1	2	0	1	2	0	1	2	1
	Committed	-	-	-	-	-	-	-	-	-	-	-	-
	Project	1	3	0	2	2	1	1	3	0	1	2	2
4. Las Virgenes Road/Mureau Road	Existing	0	2	0	1	2	0	0	0	0	1	0	1
	Committed	-	-	-	-	-	-	-	-	-	-	-	-
	Project	-	-	-	-	-	-	-	-	-	-	-	-
5. Las Virgenes Road/Highway 101 Westbound Ramps	Existing	1	2	0	0	2	0	0	0	0	2	0	1
	Committed	2	2	0	0	2	1	-	-	-	-	-	-
	Project	-	-	-	-	-	-	-	-	-	3	0	1
6. Las Virgenes Road/Highway 101 Eastbound Ramps	Existing	1	2	0	1	2	0	0	1	1	0	1	0
	Committed	1	3	1	1	3	1	1	2	1	-	-	-
	Project	-	-	-	-	-	-	0	4	0	-	-	-
7. Las Virgenes Road/Agoura Road	Existing	1	2	0	0	1	1	2	0	1	0	0	0
	Committed	1	3	0	0	2	0	-	-	-	-	-	-
	Project	-	-	-	0	2	1	-	-	-	-	-	-
8. Highway 101 Westbound Off-Ramp/Ventura Blvd.	Existing	1	0	1	0	0	0	0	1	0	0	1	0
	Committed	2	0	1	-	-	-	-	-	-	0	2	0
	Project	-	-	-	-	-	-	-	-	-	-	-	-

Table IV-17
Existing, Conditioned, and Needed General Plan Build Out Intersection Lane Geometrics

Intersection Location	Improvements[1]	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
9. Parkway Calabasas/ Highway 101 Westbound On-Ramp	Existing	0	1	0	0	1	0	0	0	0	0	0	0
	Committed	0	2	Free	0	2	0	-	-	-	-	-	-
	Project	-	-	-	-	-	-	-	-	-	-	-	-
10. Parkway Calabasas/ Highway 101 Eastbound Ramps Highway 101 On-Off Ramps/Calabasas Road[2]	Existing	0	1	Free	1	1	0	1	0	1	0	0	0
	Committed	0	0	0	2	0	Free	1	1	0	0	1	Free
	Project	-	-	-	-	-	-	1	2	0	0	2	Free
11. Parkway Calabasas/ Calabasas Road	Existing	1	2	1	1	2	0	1	2	0	1	2	1
	Committed	1	2	1	1	2	0	1	2	1	1	1	1
	Project	2	2	1	2	2	1	2	2	1	2	2	1

Source: LSA Associates, Inc., September 1994.

[1] Where no lane geometrics are provided the previous intersection conditions prevail or no further improvements are recommended.

[2] Highway 101 Eastbound on/off-ramps have been re-aligned from Parkway Calabasas to Calabasas Road.

Significant expansion of roadway carrying capacities beyond those identified in the General plan would be required to improve intersection levels of service to the desired LOS C conditions. However, further improvements would be prohibitive due to physical and/or geometric constraints and would be in conflict with environmental and neighborhood protection policies and performance standards identified in the General Plan.

The proposed General Plan will not have an effect on any waterborne, rail, or air traffic. To the extent that there are no navigable bodies of water in the City, there will be no effect on waterborne transportation. Similarly, there are no rail lines or airports in the study area that would be affected by the proposed General Plan or the ultimate build out of the proposed land uses.

Ahmanson Ranch

The preceding discussion of impacts is based on the proposed General Plan's prohibition against extending either Las Virgenes Road or Thousand Oaks Boulevard north beyond their current terminus, accommodating traffic from the proposed Ahmanson Ranch project in Ventura County. This project, which is the subject of litigation, proposed to utilize Thousand Oaks Boulevard and, to a lesser extent, Las Virgenes Road as its primary access to the Ventura Freeway. However, even if these roadways are not extended to accommodate project-related traffic, development of the Ahmanson Ranch project will impact Calabasas roadways. This is because the Ahmanson Ranch developer owns two access easements in the vicinity of the Mountain Gate Estates residential community east of Las Virgenes Road and Thousand Oaks Boulevard, connecting the Ventura County project to Mureau Road. One of these easements is roughly aligned along Crummer Canyon, and would connect to Mureau Road in the vicinity of the proposed new Mureau Road bridge. The effect of adding Ahmanson Ranch project traffic to Calabasas roadways is identified in Table IV-18.

As can be seen from Table IV-18, traffic from the Ahmanson Ranch project will add substantially to future traffic along Las Virgenes Road and Mureau Road. With the added roadway capacities currently proposed in the General Plan, addition of Ahmanson Ranch traffic would cause the level of service along Las Virgenes Road from Mureau Road to the Ventura Freeway to drop from LOS A to LOS F. In order to achieve the General Plan LOS guideline for Las Virgenes Road from Mureau Road to the Ventura Freeway, Las Virgenes Road would need to be widened from four to six lanes. Extensive improvements would also be needed at the intersection of Las Virgenes and Mureau roads to accommodate the left turns required by Ahmanson Ranch traffic.

Table IV-18
Anticipated Average Daily Traffic
Impact on Roadway Links Anticipated from Development of the Ahmanson Ranch

Roadway Segment	Existing Traffic	Total w/out Ahmanson Ranch)	Ahmanson Ranch	Year 2010 Buildout
Las Virgenes Road				
North of Thousand Oaks[1]	4,200	5,100	1,900	7,000
Thousand Oaks Blvd. to Morrison Ranch Rd.[1]	7,400	9,400	6,000	15,400
Morrison Ranch Rd. to Parkmor Rd.[1]	9,300	11,900	6,000	17,900
Parkmor Rd.to Mureau Road[1]	11,400	17,900	6,400	24,300
Mureau Road to Ventura Freeway[2]	13,100	20,000	17,000	37,000
Ventura Freeway to Agoura Road[2]	20,500	46,500	700	47,200
Agoura Road to Glen St.[2]	10,500	30,000	700	30,700
Glen St. to Meadow Creek Ln.[2]	9,300	28,200	700	28,900
Meadow Creek Ln. to Lost Hills Road[2]	10,600	29,200	700	29,200
Lost Hills Road to Mulholland Hwy.[2]	7,400	31,600	700	31,900
Mureau Road				
Las Virgenes Rd. to Mountain Gate Rd.[2]	3,700	7,800	12,000	19,800
Mountain Gate Rd. to Crummer Cyn.[2]	6,200	12,500	12,000	24,500
Crummer Cyn. to Calabasas Rd.[2]	6,200	12,500	5,000	17,500
Calabasas Road				
Mureau Rd. to Pkwy. Calabasas[2]	6,600	18,100	5,000	23,100

Table IV-18
Anticipated Average Daily Traffic
Impact on Roadway Links Anticipated from Development of the Ahmanson Ranch

Roadway Segment	Existing Traffic	Total w/out Ahmanson Ranch)	Ahmanson Ranch	Year 2010 Buildout
		Ventura Freeway		
Woodlake to Mulholland[2]	41,400	223,900	9,700	233,600
Mulholland to Pkwy. Calabasas[2]	32,400	205,500	600	206,100
Pkwy. Calabasas to Las Virgenes Rd.[2]	27,400	195,500	600	196,100
Las Virgenes Rd. to Lost Hills Rd.	6,400	181,200	8,200	189,400
Lost Hills Rd. to Liberty Cyn. Rd.[2]	11,400	185,800	8,200	194,000

Source: LSA Associates, Inc., 1994.

[1] Assumes that Las Virgenes Road and Thousand Oaks Boulevard are extended to the Ventura County line and accommodate traffic from that project. If these routes are not extended, there will be no Ahmanson Ranch traffic.

[2] Assumes that Las Virgenes Road and Thousand Oaks Boulevard are not extended to the Ventura County line and that Ahmanson Ranch traffic enters the study area from new roads to be built along existing easements.

MITIGATION MEASURES

I.1 The roadway improvements shown in Tables IV-15 and IV-17 of the General Plan EIR which are necessary to maintain the roadway performance standards outlined in Figures V-1 through V-7 of the General Plan document shall either be in place or shall be constructed in conjunction with or prior to adjacent development. If determined by the City Engineer to be necessary to provide for adequate traffic flow, any discretionary development project that is subject to General Plan consistency findings may be required to provide off-site roadway improvements, subject to appropriate reimbursement agreements from future development or other financial mechanisms to ensure that new development pays only its proportionate share for improvements.

Where (1) existing or (2) anticipated, non-project related traffic volumes at general plan build out prevent a project from complying with the above measure, the development intensity of the project shall be limited to the basic development intensity identified in Table III-1 of the General Plan document ***and*** to the maximum

peak hour volume-to-capacity (V/C) ratio increases delineated in Table IV-19 or the EIR.

I.2 To the extent feasible, the City of Calabasas shall strive to achieve and maintain the roadway performance objectives outlined in Figures V-1 through V-7 of the General Plan through implementation of its capital improvements program and where existing development will cause those objectives to be exceeded.

I.3 Bicycle paths depicted in the Calabasas General Plan Bikeway Map shall be provided concurrent with adjacent road construction.

I.4 If requested by the Metropolitan Transit Authority, transit amenities, such as, but not limited to, bus turnouts and bus shelters, shall be provided concurrent with adjacent roadway construction.

Table IV-19
Maximum Allowable Project-Related Traffic Increases
Where Roadway Performance Standards
Are or Will Be Exceeded

Existing or Future Link/ Intersection LOS	Volume to Capacity (V/C) Ratio	Maximum Peak Hour V/C Increase
	Rural Areas	
C	0.71 - 0.80	0.010
D	0.81 - 0.90	0.0060
E	0.91 - 1.00	0.0030
F	≥1.01	0.0030
	Urban Areas	
D	0.81 - 0.90	0.010
E	0.91 - 1.00	0.0060
F	≥1.01	0.0030

Source: LSA Associates, Inc., 1994.

MITIGATION MONITORING

On an annual basis, the City of Calabasas shall do the following to monitor the above described mitigation measures:

- Collect traffic volume data on master planned facilities. As levels of service approach LOS D, the City will conduct special corridor

studies to identify potential arterial and intersection deficiencies and capital\improvement projects to mitigate these impacts. These special corridor studies will, at a minimum, identify the improvement, provide estimates of the costs of improvements, and identify potential funding mechanisms for implementation.

- Examine the City's signal maintenance program. Efficiency of the City's signals will be evaluated and adjustments recommended, as needed, to maximize transportation efficiency levels of service.

- Provide an annual report detailing the City's implementation status of regional transportation policies. Include, at a minimum, the following information:

  - Based on ongoing monitoring, identification of roadway segments and intersections that exhibit unacceptable levels of service and needed improvements

  - An overview of the regional transportation related programs including:

    1) The Southern California Association of Governments Regional Mobility Plan;

    2) South Coast Air Quality Management Plan

    3) Recommendations for revisions to the Circulation element, as well as future programs.

J. AIR QUALITY

As the result of new development that will occur consistent with the General Plan, stationary and mobile source air pollutant emissions associated with land uses within the City and its General Plan study area will increase. Although the majority of the increase in future pollutant emissions will occur as the result of previously approved and committed development projects, there will also be increases in pollutant emissions occurring as the result of additional development allowed by the General Plan beyond that which currently exists or is approved (see Table IV-20). This incremental increase in emissions exceeds SCAQMD significance thresholds for carbon monoxide, hydrocarbons, and nitrogen oxides.

An analysis has been conducted of the consistency of the proposed Calabasas General Plan with the South Coast Air Quality Management Plan (AQMP), and has concluded that the General Plan is consistent with the AQMP.

ENVIRONMENTAL SETTING

The Calabasas General Plan study area is located at the western end of the San Fernando Valley, the northwestern boundary of the South Coast Air Basin (hereafter referred to as the "basin"), and is considered to lie along a route for air exchange between coastal and inland valley areas. In the absence of large-scale influences, a daily sea breeze/drainage flow -- characterized by afternoon breezes flowing from sea inland, followed by late evening/early morning breezes from land to sea -- dominates local wind patterns. The afternoon winds, which are generally strongest during the summer, flow north, and can reach average speeds of 8-12 miles per hour. The late evening/early morning winds generally flow south. These drainage winds are strongest in the winter season and average five miles per hour.

Calabasas is located within the South Coast Air Basin, which does not conform to State and federal air quality standards for ozone, carbon monoxide, nitrogen dioxide, and suspended particulates. The City is located in Source/Receptor Area No. 6 for which ambient air quality is monitored at the SCAQMD Monitoring Station in Reseda. Indications of pollutant levels in the City can be obtained from data collected at this station. The most recent three year summary of monitoring data from this station confirms the general severity of ozone and carbon dioxide problems within the basin (see Table IV-20).

As illustrated in Table IV-20, the federal and State standards for ozone and carbon monoxide (eight hour) have been exceeded numerous times at this station over the past three years. However, the data demonstrates that air quality is generally improving at this station, and presumably this trend continues in Calabasas. Due to the daily northern sea breeze wind condition described above, it is anticipated that the ambient ozone levels in the City would be lower than those monitored at the Reseda station, which is upwind of the City. In the summertime, these afternoon breezes would carry hydrocarbon and NO_x emissions generated in the south to the northern (inland) portion of the basin, where stagnation occurs and ozone is formed. Ambient concentrations of carbon dioxide, however, may be different than those monitored at the Reseda station. Since carbon dioxide is a localized pollutant, areas of the City where traffic volumes are substantial and

wind dispersion is minimal (i.e., canyons), there is the potential for violations of the federal and State CO standards.

Table IV-20
Air Pollutant Data Summary
from the Reseda Monitoring Station (1989-1991)

Pollutant	1989	1990	1991	State Standard	Federal Standard
Ozone					
Highest 1 hour Measurement	0.23	0.19	0.22	0.12 ppm[1]	0.09 ppm
No. of Days exceeding Federal Standard	54	41	53		
No. of Days exceeding State Standard	120	108	100		
Carbon Monoxide					
Highest 1 hour Measurement	17.0	19.0	16.0	20.0 ppm	35.0 ppm
No. of Days exceeding Federal Standard (1 hour)	0	0	0		
No. of Days exceeding State Standard (1 hour)	0	0	0		
Highest 8 hour Measurement	12.5	14.9	13.5	9.1 ppm	9.5 ppm
No. of Days exceeding Federal and State Standards (8 hour)	15	11	8		
Nitrogen Dioxide					
Highest 1 hour Measurement	0.18	0.19	0.17	0.25 ppm	--
No. of Days exceeding State Standard	0	0	0		
Sulfur Dioxide					
Highest 24 hour Measurement	.02	.02	NM[3]	0.05 ppm	0.14 ppm
No. of Days exceeding State Standard	0	0	NM		

Table IV-20
Air Pollutant Data Summary
from the Reseda Monitoring Station (1989-1991)

Pollutant	1989	1990	1991	State Standard	Federal Standard
Particulates (PM_{10})					
Highest 24-hour Measurement	NM	NM	NM	50 ug/m^3 [2]	--
No. of Days exceeding State Standard	NM	NM	NM		
Annual Average	NM	NM	NM		
Years exceeding State Standard	NM	NM	NM		

Source: South Coast Air Quality Management District Monitoring Data, 1989-1991.

[1] ppm = parts per million
[2] ug/m^3 = micrograms per cubic meter
[3] NM = Pollutant not measured at this station.

SENSITIVE RECEPTORS

Sensitive receptors in the Calabasas area include land uses that contain segments of the population (i.e., young children, the elderly, and persons subject to respiratory complications) that are more susceptible to the effects from local or regional air pollutants than the general populace. These land uses include schools (particularly preschools/nursery schools), convalescent facilities, senior housing projects, and hospitals. The study area does not contain any preschools/nursery schools. Thus, sensitive receptors in the study area consist of schools (see Section IV-L), the Woodview Calabasas Hospital, and the Motion Picture and Television Fund facility.

IMPACTS

Air quality policies were prepared in conjunction with the General Plan document which outline city objectives, define thresholds of significance (Table VIII-3) and establish performance standards (Table VIII-4 and Chapter VIII) for future project adherence. These performance standards require specific air quality-related design features to be incorporated into new development projects, and establish specific mitigation targets for those projects. Since the region is a non-attainment area, any growth associated with the project would have some degree of adverse, incremental impact on air quality.

As future projects are submitted to the City for consideration, these projects will be required to illustrate general plan consistency. Future projects would be compared to the thresholds contained in the General Plan. However, the programs and policies outlined in the Air Quality heading of the Environmental Resources chapter together with the future

improvement in mobile and stationary emission sources, will assist in offsetting the air quality effects due to growth in the study area (See also General Plan policy document, pages II-10 to II-13).

Future development opportunities that may occur through the adoption of the proposed land use plan are not likely to create objectional odors. The types of uses envisioned in the land use plan are not typically associated with processes (i.e., manufacturing or industrial) that generate objectional odors. Nonetheless, the proposed General Plan land uses do not necessarily prohibit future development from including processes that could generate objectional odors. With future environmental review, however, such individual projects would be required to disclose the process and its effects, and mitigate odor-related impacts where feasible.

As individual projects (consistent with the proposed General Plan) are submitted, there may be some incremental localized effects on the climate. However, because of the relatively small acreage remaining in the study area with development potential, combined with the substantially built out character of the region, the potential effects on climate are not expected to be significant, either at a project specific or cumulative level. For short-term impacts, see General Plan page II-18.

Table IV-21 presents the air quality burden analysis for the proposed General Plan land use.

Table IV-21
Regional Emissions Summary
(Pounds per Day)

	PM_{10}	CO	ROC	NO_x	SO_x
Existing Conditions	455	25,110	3,245	3,266	292
Existing + Committed Development (2010)	542	12,065	884	1,927	281
Proposed General Plan (2010)	731	16,280	1,193	2,600	380
Net General Plan Increase	189	4,214	309	673	99
SCAQMD Significance Threshold Criteria	150	550	55	55	150

Source: LSA Associates, Inc., 1994.

ANALYSIS OF CONFORMITY WITH THE SOUTH COAST AIR QUALITY MANAGEMENT PLAN

Detailed Analysis

The 1991 AQMP Amendment includes procedures by which SCAG will determine whether a project conforms with the AQMP. These procedures are outlines in the "Conformity Review Procedures Related to Growth Management" adopted by SCAG (hereinafter referred to as Conformity Guidelines). According to the Conformity Guidelines, a development project is subject to an AQMP conformity review if the following two conditions apply:

- The jurisdiction in which the project is located has not adopted an Air Quality Element of its General Plan that is consistent with the AQMP (as determined by SCAG).

- The project is considered to be of statewide, regional, or areawide significance, as specified in Appendix A to the Conformity Guidelines. It should be noted that SCAG has not developed Conformity guidelines for planning documents, such as the proposed General Plan, and that the guidance for development projects has been applied to this project as a means to determine its conformity with the AQMP.

Since the City of Calabasas is adopting its first General Plan, it does not yet have a SCAG approved Air Quality Element. In addition, because the project exceeds the employment thresholds for commercial and industrial uses specified in the Conformity Guidelines, the project is subject to an AQMP conformity review. Office or commercial uses that employ more than 1,000 people, and residential projects of 500 dwelling units or greater, are defined as regionally significant projects in Appendix A of the Conformity Guidelines. The Conformity Guidelines list three criteria against which a regionally significant development project should be judged:

- ***Criterion No. 1:*** The project is contributing to attainment of the appropriate subregional vehicle miles travelled (VMT) target, or, the project is contributing to attainment of the appropriate subregional jobs/housing balance performance ratio.

- ***Criterion No. 2:*** A project is required to demonstrate that vehicle trips and VMT have been reduced to the greatest extent feasible by the application of transportation demand management (TDM) strategies.

- ***Criterion No. 3:*** The project's environmental document should provide an analysis to demonstrate that:

  - The project will not have a significant negative impact on air quality in the long term (i.e., five years or longer)

- Transportation, land use, and energy conservation control measures are used to the maximum extent feasible to mitigate the impact of the project on air quality

- The impact of the project on air quality is analyzed on a city or subregional level, and on a regional level.

The following sections describe project conformity with each of these three criteria.

Criterion No. 1: Jobs/Housing Balance. The Regional Growth Management Plan (GMP) prepared by SCAG states the "Jobs and housing are in balance when an area has enough employment opportunities for most of the people who live there and enough housing opportunities for most of the people who work there."

The concept of jobs/housing balance is based on the premise that a shift in the location of forecast employment growth in the region to relatively housing rich subregions, together with a redistribution of the forecast growth in housing in the region to relatively jobs rich subregions, would significantly reduce congestion on the regional transportation network, and, thereby, produce a significant reduction in air pollution compared to the situation that would occur if these redistributions did not take place. The following discussion identifies the proposed project's potential effect on the subregional jobs/housing balance.

The proposed project is located within the Santa Monica Mountains subregion, as defined by SCAG. The GMP predicts that this subregional will be "housing rich" in the year 2010 with a jobs to housing ratio of 0.58, compared with a desired jobs to housing ratio of 0.86, as recommended in the GMP.

The number of additional housing units projected for the City at build out of the General Plan is 2,340 dwelling units. Of these, all but 968 dwelling units have been approved prior to incorporation and/or the General Plan. The jobs/housing balance developed by SCAG recommended 812 new dwelling units through the year 2010 to assist in achieving the desired subregional jobs/housing balance ratio.

Jobs per acre were developed by dividing the acreage of commercial, office, retail, and business park uses by the number of jobs identified in the 1990 Census. The result is a ratio of 36.59 jobs per acre of commercial, retail, office, and business park uses. This ratio has been applied to the additional acreage of commercial/retail/office uses proposed in the General Plan. Using this method of calculation, it is estimated that approximately 5,990 jobs would be created within the City by the year 2010 as a result of implementation of the proposed General Plan. The growth in jobs is sufficient to offset the additional housing units proposed in the proposed General Plan. The resulting jobs to housing ratio within the existing City limits at General Plan build out of the proposed General Plan is 1.58, as compared to the 1990 ratio of 1.03. Within the overall General Plan study area, the 1990 jobs housing ratio of 1.34 is projected to be 1.44 at build out of the General Plan.

Criterion No. 2: Transportation Demand Management Strategies. In order to reduce vehicle trips and VMT to the greatest extent feasible, both SCAG and SCAQMD have developed TDM strategies. The following is an overview of some of the TDM strategies

described in the AQMP and Exhibit D of SCAG's Conformity Review Procedures Related to Growth Management:

- Encourage the use of alternate transportation modes by promoting public transit usage, and by providing secure bicycle facilities and preferential parking rates or locations for ride pools. Provide incentives for working and living within the local area.

- Provide mass transit accommodations, such as bus turnout lanes, park and ride areas, and bus shelters. Provide minibuses for use by individuals working in these buildings. Ride pools should be encouraged.

- Provide sufficient service establishments, such as restaurants, copy centers, etc., within the office areas to minimize the number and length of trips to obtain these common services. Provide child care facilities at or near the work site.

- Establish a Transportation Management Organization (TMO). This will include an employee transportation coordinator. Ride pool data should be made available to those working the buildings.

- Encourage formation of van pools with company vehicles or subsidies, and encourage public transit with free transit passes. Work with public transit purveyors to expand scheduled bus service and implement long-term public transportation projects. Evaluate the potential for subscription bus service for areas where there are large concentrations of employees.

Implementation of policies D.1 through D.5 in the Conservation, Environmental Design, Open Space Chapter, policies A.4, C.2 and C.3 in the Land Use Chapter, policies B.3, B.8 and B.11 through B.15 in the Transportation Chapter, A.1 and A.5 in the Community Development Chapter and TDM performance standards outlined in the air quality section of the General Plan Implementation Program will reduce vehicle trips and VMT, generated with the City of Calabasas, to the greatest extent feasible.

Criterion No. 3: Long-Term Impacts on Air Quality. In order to comply with Criterion No. 3, the EIR needs to demonstrate that the project:

- Will not have a negative impact on air quality in the long term

- Has included the transportation, land use and energy conservation measures presented in Appendix IV-E of the 1991 AQMP to the extent possible

- Has been analyzed, in terms of air quality, on a local and regional level.

No Significant Negative Impact on Air Quality in the Long Term

SCAG's conformity review procedures indicate that a project will not have a significant negative impact on air quality in the long term (five years or longer) if the project is:

- Helping to implement the regional growth management policy through a reduction in VMT or improved jobs/housing balance
- Helping to reduce VMT/VT through the application of TDM strategies to the project.

As described for Criterion No. 1, it is estimated that sufficient jobs will be generated with implementation of the proposed General Plan to offset the increase in housing allowed in the proposed General Plan.

As described above in the analysis of the project's compliance with Criterion No. 2, the City is helping reduce VMT/VT through implementation of policies D.1 through D.5 in the Conservation, Environmental Design, Open Space Chapter, policies A.4, C.2 and C.3 in the Land use Chapter, policies B.3, B.8, and B.11 through B.15 in the Transportation Chapter, policies A.1 and A.5 in the Community Development Chapter, and TDM performance standards outlined in the Air Quality Section of the General Plan Implementation Program.

Mitigation of Air Quality Impacts to the Extent Feasible

The second component in satisfying Criterion No. 3 requires that the project mitigate impacts on air quality "to the maximum extent feasible" through the use of transportation, land use, and energy conservation control measures.

Implementation of policies B.8, D.1 through D.9 and H.1 through H.5 of the Conservation, Environmental Design, Open Space Chapter, policies A.4, C.2 and C.3 of the Land Use Chapter, policies B.3, D.8 and B.11 through B.15, policies D.1 and D.2 of the Transportation Chapter, and policies A.1 and A.5 of the Community Development Chapter and the performance standards outlined in the Air Quality Section of the General Plan Implementation Program would reduce potential emissions of air pollutants to the greatest extent feasible.

Analysis of Air Quality Impacts

The third component in Criterion No. 3 requires that the impact of the project on air quality be analyzed on a local (city or subregional) and regional level.

Air quality modeling has been completed on both a local and regional basis using data and modeling protocol indicated by SCAQMD, CARB, and the 1991 AQMP. The conclusion of this analysis is that the projected growth will exceed regional pollutant thresholds. Assuming growth projected in the proposed General Plan for the City of Calabasas,

emissions of regional pollutants would exceed the SCAQMD thresholds and result in significant air quality impacts.

MITIGATION MEASURES

J.1 All proposed development projects will be required to implement the circulation/transportation and energy conservation mitigation measures contained in the Calabasas General Plan EIR.

J.2 All proposed development projects are outlined in Table IV-22. In addition, development projects which propose development intensities greater than the basic development intensity outlined in the General Plan shall be required to achieve the air pollutant emission reductions outlined in Table IV-23. Air pollutant emission reductions shall be calculated based on the South Coast Air Quality Management District's *CEQA Air Quality Handbook*.

Table IV-22
Appropriate Mitigation Measures for Air Pollutant Emissions

	Residential			Office/Business Park			Retail			
	0 to 50 Units	51 to 100 Units	101 plus Units	0 to 100,000 sq. ft.	100,000 to 500,000 sq. ft.	500,000 sq. ft. & above	0 to 50,000 sq. ft.	50,000 to 100,000 sq. ft.	100,000 to 150,000 sq. ft.	150,000 sq. ft. & above
Construction Activities										
Grading Activities										
Maintain the natural topography; minimize landform alteration and grading activities	■	■	■	■	■	■	■	■	■	■
Suspend grading activities when wind speeds (instantaneous gusts) exceed 25 miles per hour	■	■	■	■	■	■	■	■	■	■
Apply non-toxic chemical soil stabilizers according to manufacturers' specifications to all previously graded areas that have been inactive for ten (10) days		■	■		■	■		■	■	■
Enclose, cover, water twice daily, or apply non-toxic chemical soil stabilizers according to manufacturers' specifications to exposed soils that have a five percent (5%) or greater silt content		■	■		■	■		■	■	■
Prepare watering schedule for before, during and after daily grading; minimum twice, preferably three times daily	■	■	■	■	■	■	■	■	■	■
Balance onsite cut and fill; eliminate need for import or export of dirt	■	■	■	■	■	■	■	■	■	■
Replace top soil and ground cover in disturbed areas immediately at the suspension of grading in the area	■	■	■	■	■	■	■	■	■	■

Table IV-22
Appropriate Mitigation Measures for Air Pollutant Emissions

	Residential			Office/Business Park			Retail			
	0 to 50 Units	51 to 100 Units	101 plus Units	0 to 100,000 sq. ft.	100,000 to 500,000 sq. ft.	500,000 sq. ft. & above	0 to 50,000 sq. ft.	50,000 to 100,000 sq. ft.	100,000 to 150,000 sq. ft.	150,000 sq. ft. & above
Construction Activities (Cont'd)										
On-Road Construction Emissions										
Configure construction parking areas to minimize traffic interference along public access streets	■	■	■	■	■	■	■	■	■	■
Develop a construction traffic management program that includes, but is not limited to, rerouting construction-related traffic off congested streets, consolidating truck deliveries, and providing temporary dedicated turn lanes for construction traffic		■	■		■	■		■	■	■
Provide temporary traffic control (i.e. flag man) during all construction phases to improve traffic flow where construction activities may interfere with on-road travel	■	■	■	■	■	■	■	■	■	■
Schedule construction activities that could affect traffic flows to occur during non-peak travel hours (10:00 a.m. to 3:00 p.m.)	■	■	■	■	■	■	■	■	■	■
Prohibit parking on unpaved lots		■	■		■	■		■	■	■
Pave all roads, parking lots and maneuvering areas		■	■		■	■		■	■	■
Limit amount of traffic on unpaved roads or areas		■	■		■	■			■	■

Table IV-22
Appropriate Mitigation Measures for Air Pollutant Emissions

	Residential			Office/Business Park			Retail			
	0 to 50 Units	51 to 100 Units	101 plus Units	0 to 100,000 sq. ft.	100,000 to 500,000 sq. ft.	500,000 sq. ft. & above*	0 to 50,000 sq. ft.	50,000 to 100,000 sq. ft.	100,000 to 150,000 sq. ft.	150,000 sq. ft. & above
Construction Activities (Cont'd)										
On-Road Construction Emissions (Cont'd)										
Limit weight of vehicles permitted on unpaved roads or areas			■		■	■			■	■
Lower speed limit to 15 mph on unpaved roads			■		■	■			■	■
Cover unpaved roads with material with lower silt content		■	■		■	■		■	■	■
Require covering of trucks that are hauling soil materials	■	■	■	■	■	■	■	■	■	■
Street sweeping of access roads, if paved, and adjacent paved road once per week		■	■		■	■		■	■	■
Prepare trip reduction plan for construction workers' vehicles to achieve an average ridership of 1.2 persons per vehicle.		■	■		■	■		■	■	■
Prepare trip reduction plan for construction workers' vehicles to achieve an average ridership of 1.5 persons per vehicle.		■	■		■	■			■	■
Off-Road Construction Emissions										
Install curbing and vehicle truck wheel washers			■		■	■			■	■
Use low emission paints, coatings and solvents	■	■	■	■	■	■	■	■	■	■
Use pre-cut and sanded wood molding and trim products and wallboard		■	■		■	■		■	■	■

Table IV-22
Appropriate Mitigation Measures for Air Pollutant Emissions

	Residential			Office/Business Park			Retail			
	0 to 50 Units	51 to 100 Units	101 plus Units	0 to 100,000 sq. ft.	100,000 to 500,000 sq. ft.	500,000 sq. ft. & above	0 to 50,000 sq. ft.	50,000 to 100,000 sq. ft.	100,000 to 150,000 sq. ft.	150,000 sq. ft. & above
Construction Activities (Cont'd)										
Off-Road Construction Emissions (Cont'd)										
Use of vacuuming instead of pneumatic debris removal			■			■			■	■
Street sweeping of access road, if paved, and adjacent paved road once per week.		■	■		■	■		■	■	■
Design Standards										
Use turf block instead of paving for driveway areas with limited use or for emergency access	■	■	■	■	■	■	■	■	■	■
Construct wind breaks with trees, shrubs in rows, earthen banks and solid wooden or rock walls		■	■		■	■		■	■	■
Use shade trees adjacent to residences in landscape plan	■	■	■							
Provide pedestrian walkways both within the development and connecting to nearby commercial uses		■	■							
Provide access improvements and fee collection methods in park structures or drive-through facilities where queuing occurs					■	■	■	■	■	■
Improve solar gain through tree plantings adjacent to buildings	■	■	■	■	■	■	■	■	■	■
Provide teleconferencing or video conferencing facilities or equipment						■				■

Table IV-22
Appropriate Mitigation Measures for Air Pollutant Emissions

	Residential			Office/Business Park			Retail			
	0 to 50 Units	51 to 100 Units	101 plus Units	0 to 100,000 sq. ft.	100,000 to 500,000 sq. ft.	500,000 sq. ft. & above	0 to 50,000 sq. ft.	50,000 to 100,000 sq. ft.	100,000 to 150,000 sq. ft.	150,000 sq. ft. & above
Design Standards (Cont'd)										
Incorporate telecommuting center into building design			■			■				
Contribute to centralized telecommuting facility in the City	■	■		■	■		■	■	■	■
Provide parking spaces reserved for carpools/vanpools					■	■		■	■	■
Provide bicycle racks and lockers per City Bicycle Facilities Ordinance				■	■	■	■	■	■	■
Provide shower/locker room facilities for employees per City Bicycle Facilities Ordinance					■	■			■	■
Provide bikeways and pedestrian oriented design plans which include bicycle and pedestrian pathways	■	■	■	■	■	■	■	■	■	■
Energy Conservation										
Install non-roof mounted, non-concentrating solar collectors, low NOx heaters or a combination of both in new swimming pools	■	■	■							
Install non-roof mounted solar water heating equipment or non-concentrating solar collectors in conjunction with conventional water heaters		■	■		■	■		■	■	■
Install double pane windows	■	■	■	■	■	■	■	■	■	■

Table IV-22
Appropriate Mitigation Measures for Air Pollutant Emissions

	Residential			Office/Business Park			Retail			
	0 to 50 Units	51 to 100 Units	101 plus Units	0 to 100,000 sq. ft.	100,000 to 500,000 sq. ft.	500,000 sq. ft. & above	0 to 50,000 sq. ft.	50,000 to 100,000 sq. ft.	100,000 to 150,000 sq. ft.	150,000 sq. ft. & above
Energy Conservation (Cont'd)										
Install high efficiency heat pumps, gas furnaces, gas water heaters, air conditioners, refrigerators and clothes dryers or other appliances or equipment	■	■	■							
Install energy efficient ceiling and wall materials and duct insulation	■	■	■	■	■	■	■	■	■	■
Increase thermal integrity through standard weatherization measures and advanced window glazing				■	■	■	■	■	■	■
Insulate solid concrete walls with both exterior and interior products				■	■	■	■	■	■	■
Incorporate passive solar designs such as wall thickness, use of construction materials that absorb or reflect sunlight, building orientation and roof overhangs	■	■	■	■	■	■	■	■	■	■
Utilize energy efficient water and space heating and refrigeration or cooling				■	■	■	■	■	■	■
Use of timers and/or occupant sensors				■	■	■		■	■	■
Use of waste heat recovery systems					■	■			■	■
Use of energy efficient cooling equipment							■	■	■	■

Table IV-22
Appropriate Mitigation Measures for Air Pollutant Emissions

	Residential			Office/Business Park			Retail			
	0 to 50 Units	51 to 100 Units	101 plus Units	0 to 100,000 sq. ft.	100,000 to 500,000 sq. ft.	500,000 sq. ft. & above	0 to 50,000 sq. ft.	50,000 to 100,000 sq. ft.	100,000 to 150,000 sq. ft.	150,000 sq. ft. & above
Operational Activities										
New fleet operators purchase low emission vehicles				■	■	■	■	■	■	■
Provide truck idling limits, improve on-site truck stacking and/or provide loading zones						■		■	■	■
Establish off-peak hours for deliveries						■		■	■	■
Establish program to dispatch service employees from home without requiring them to first come to the office				■	■	■	■	■	■	■
Establish program of home-based shopping with delivery service, eliminating the need for shoppers to come to the store							■	■	■	■
Develop trip reduction plan which reduces employee trips through telecommuting, alternative work weeks, or alternative transportation modes for facilities, buildings, or businesses with 100 or more employees				■	■	■	■	■	■	■
Use alternative fueled (low emission vehicles) or electric fleet vehicles (zero emission vehicles)						■		■	■	■
Participate in establishment of Transportation Management Association (TMA)				■	■	■	■	■	■	■

Table IV-22
Appropriate Mitigation Measures for Air Pollutant Emissions

	Residential			Office/Business Park			Retail			
	0 to 50 Units	51 to 100 Units	101 plus Units	0 to 100,000 sq. ft.	100,000 to 500,000 sq. ft.	500,000 sq. ft. & above	0 to 50,000 sq. ft.	50,000 to 100,000 sq. ft.	100,000 to 150,000 sq. ft.	150,000 sq. ft. & above
Operational Activities (Cont'd)										
Develop non-work trip reduction plan that provides incentives for increased vehicle occupancy. Incentives include discounts for use of transit, limiting parking time, requiring validation or imposing surcharges based on parking occupancy									■	■

Source: LSA Associates, Inc., 1993.

Table IV-23
Air Pollutant Reduction Objectives

Land Use	Reduction Objective (Percent)
Residential:	
1 - 50 units	10%
51 - 100 units	15%
101 or more units	20%
Office/Business Park:	
Less than 100,000 s.f. GLA	10%
100,000 - 500,000 s.f. GLA	15%
Over 500,000 s.f. GLA	20%
Retail:	
Less than 100,000 s.f. GLA	10%
100,000 - 149,999 s.f. GLA	15%
150,000 s.f. GLA or more	20%

Source: LSA Associates, Inc., 1993.

K. NOISE

One effect of future traffic increases resulting from the future development, including +development permitted by the proposed General Plan beyond that which is currently approved, is to increase noise levels along the Ventura Freeway and area roadways. The noise increases that are expected to occur at 100 feet from the freeway and area roadways are shown in Table IV-24. As is illustrated in the table, the large majority of future noise increases that will occur within the City and its General Plan study area will be the result of previously approved/committed development, as well as increases in through traffic.

ENVIRONMENTAL SETTING

EXISTING NOISE ENVIRONMENT

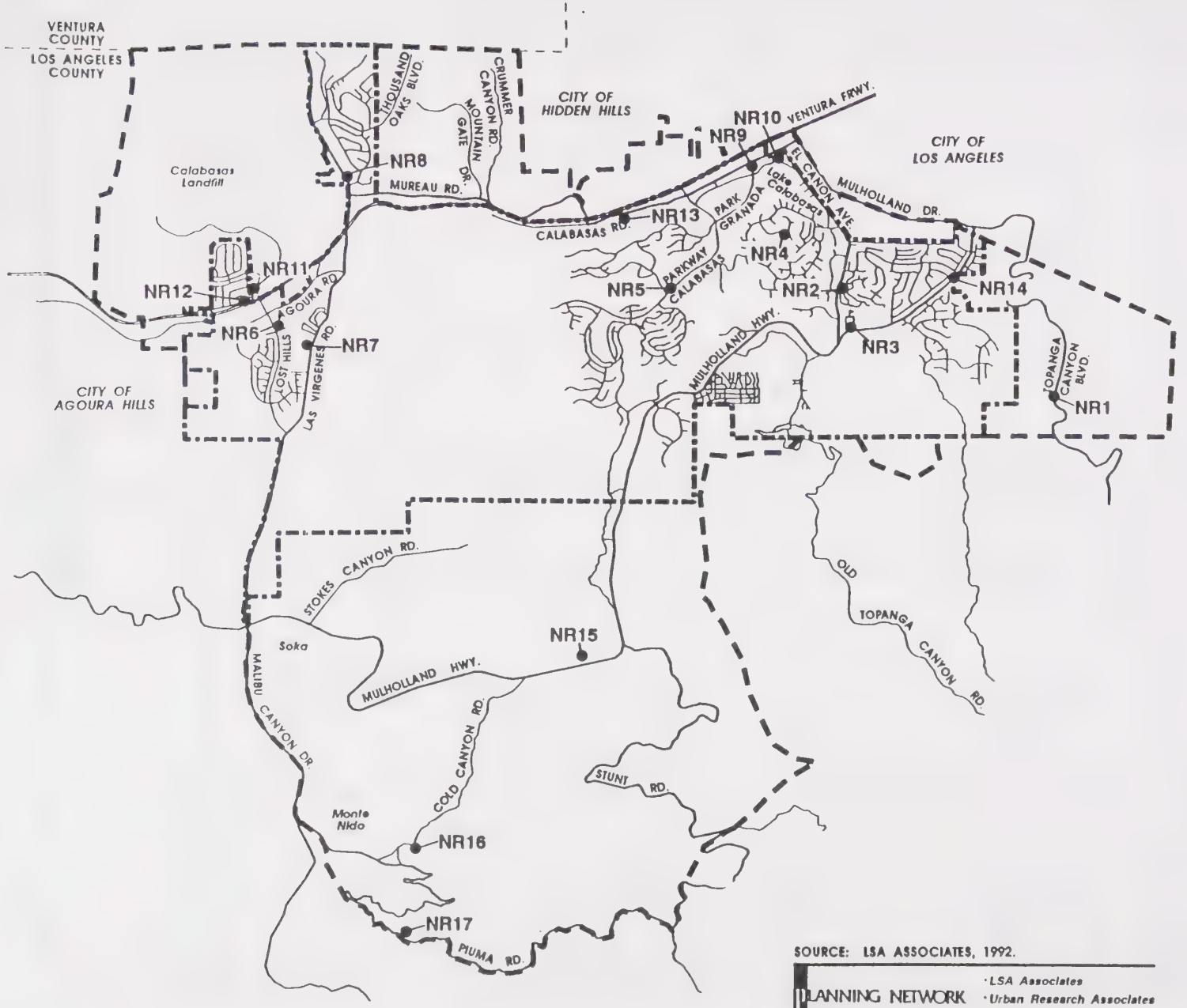
Existing noise measurements were collected at representative noise sensitive receptors within the City and the City's General Plan study area. These measurement sites (shown in Figure IV-11) were selected to determine the noise environment adjacent to roadways at representative land uses. These existing measured L_{eq}s are presented in Table IV-25.

The noise measurements were conducted using a Metrosonics db-3100 Metrologger Sound Level Meter set for slow response on the A-weighted decibel (dBA) scale. To ensure accuracy, the Metrosonics was calibrated before and after each measurement using the Metrosonics cl-304 Calibrator. Measurements were ten minutes in duration, except at one site, NR5, where a five minute measurement was made.

Since the noise measurements were made as L_{eq}s, they are compared to the FHWA exterior noise standard of 67 dBA L_{eq}. This comparison is meant to be a point of reference only, and not as an absolute criterion of conformance to the FHWA standard. This is because the noise measurements undertaken for the General Plan EIR are intended to give a "broad brush" impression of noise levels throughout the City, and are not intended to be a definitive study of any one area within the City of Calabasas.

Existing noise levels were also analyzed using a computer model based upon the Federal Highway Administration Traffic Noise Prediction Model (FHWA-RD-77-108) together with key roadway and site parameters. The computer model does not account for topographical shielding, and is thus a "worst case" analysis. The results of the existing noise modelling are presented in Table IV-26 in terms of CNEL.

As expected, existing noise measurements and modelling show that the primary source of noise in the City and its General Plan study area is traffic on the Ventura Freeway, regional highways (Las Virgenes Road, Mulholland Highway, Topanga Canyon Boulevard) and on major and secondary city streets. Consequently, land uses (particularly sensitive noise receptors) which are located adjacent to roadways may be affected to a lesser or greater extent, depending on proximity to the roadway. The City of Calabasas has pursued and will continue to pursue the construction of sound walls, where necessary, along the Ventura Freeway and other major roadways as a means of noise mitigation, where such



SOURCE: LSA ASSOCIATES, 1992.

PLANNING NETWORK
- LSA Associates
- Urban Research Associates
- Urban Design Studio

CITY OF CALABASAS
GENERAL PLAN

FIGURE IV-11

NOISE RECEPTOR LOCATIONS

LEGEND

- CITY LIMITS
- SPHERE OF INFLUENCE
- NR1 — NOISE RECEPTOR

NR 1	RURAL RESIDENTIAL
NR 2	SF RESIDENTIAL
NR 3	SCHOOL
NR 4	SF RESIDENTIAL
NR 5	GOLF COURSE/SF RESIDENTIAL
NR 6	OFFICE/SF RESIDENTIAL
NR 7	MF RESIDENTIAL
NR 8	MF RESIDENTIAL
NR 9	NEIGHBORHOOD COMMERCIAL
NR 10	COMMERCIAL
NR 11	SF RESIDENTIAL
NR 12	COMMUNITY PARK
NR 13	COMMERCIAL
NR 14	SF RESIDENTIAL
NR 15	RURAL RESIDENTIAL
NR 16	RURAL RESIDENTIAL
NR 17	STATE PARK

0' 2,000' 4,000' 8,000'

NORTH

Table IV-24
Existing Exterior Noise Exposures
Adjacent to Nearby Roadways

Roadway	Speed Limit (mph)	ADT	CNEL 100' from Centerline (dBA)	Distance to Contours 60 dBA (ft)	65 dBA (ft)	70 dBA (ft)
Ventura Freeway (Highway 101)						
Mulholland Dr I/C - Pkwy Calabasas I/C	55	157,000	81.2	13,058	4,129	1,306
Pkwy Calabasas I/C - Las Virgenes Rd I/C	55	152,000	81.0	12,642	3,998	1,264
Las Virgenes Rd I/C - Lost Hills Rd I/C	55	136,000	80.5	11,311	3,577	1,131
Lost Hills Rd I/C - Liberty Canyon Rd I/C	55	142,000	80.7	11,810	3,735	1,181
Lost Hills Road						
North of Highway 101	30	6,700	58.9	78	25	8
Highway 101 Overcrossing	30	9,800	60.6	114	36	11
Highway 101-Agoura Road	30	16,300	62.8	189	60	19
Agoura Road - Malibu Hills Road	30	11,900	61.4	138	44	14
Malibu Hills Road - Meadow Creek Lane	30	9,000	60.2	104	33	10
North of Las Virgenes Road	30	7,000	59.1	81	26	8
Las Virgenes Road						
North of Thousand Oaks Blvd	45	4,200	61.2	130	41	13
Thousand Oaks Blvd - Morrison Ranch Rd	45	7,400	63.6	230	73	23
Morrison Ranch Rd - Parkmor Road	45	9,300	64.6	289	91	29
Parkmor Road - Mureau Road	45	13,400	66.2	416	132	42
Mureau Road - Highway 101	45	15,100	66.7	469	148	47
Highway 101 - Agoura Road	45	27,500	69.3	854	270	85
Agoura Road - Glen Street	45	17,500	67.4	543	172	54
Glen Street - Meadow Creek Lane	45	16,300	67.0	506	160	51
Meadow Creek Lane - Lost Hills Road	45	23,400	68.6	727	230	73
Lost Hills Road - Mulholland Highway	50	18,900	68.9	769	243	77
South of Mulholland Highway	50	20,700	69.3	842	266	84
South of Piuma Road	50	20,300	69.2	826	261	83
Agoura Road						
West of Lost Hills Road	45	1,600	57.0	50	16	5
Lost Hills Road - Las Virgenes Road	45	8,800	64.4	273	86	27
Mureau Road						
East of Las Virgenes Road	35	3,700	57.9	62	20	6
Mountain Gate Dr - Crummer Canyon Rd	35	3,400	57.5	57	18	6
North of Calabasas Road	35	6,200	60.1	103	33	10

Table IV-24
Existing Exterior Noise Exposures
Adjacent to Nearby Roadways

Roadway	Speed Limit (mph)	ADT	CNEL 100' from Centerline (dBA)	Distance to Contours 60 dBA (ft)	65 dBA (ft)	70 dBA (ft)
Calabasas Road						
Mureau Road - Parkway Calabasas	40	6,600	61.8	152	48	15
Parkway Calabasas - Park Granada Blvd	40	12,500	64.6	289	91	29
Park Granada Blvd - Mulholland Drive	25	16,500	61.0	127	40	13
Parkway Calabasas						
Calabasas Road - Park Granada Blvd	40	7,300	62.3	169	53	17
Park Granada Blvd - Park Entrada	40	8,900	63.1	206	65	21
Park Entrada - Paseo Primaro	40	6,200	61.6	143	45	14
Paseo Primaro - Camino Portal	40	3,700	59.3	85	27	9
Camino Portal - Palmilla Drive	40	1,500	55.4	35	11	3
South of Calabasas Road	40	11,700	64.3	270	85	27
Park Granada Blvd						
East of Parkway Calabasas	35	3,900	58.1	65	21	7
South of Calabasas Road	35	9,400	62.0	157	50	16
Old Topanga Road						
South of Mulholland Drive	35	10,300	62.4	172	54	17
Vicasa Road - Bluebird Drive	35	8,800	61.7	147	46	15
North of Mulholland Highway	35	7,000	60.7	117	37	12
South of Mulholland Highway	35	2,500	56.2	42	13	4
Topanga Canyon Road						
South of Mulholland Drive	40	14,000	65.1	323	102	32
Mulholland Highway						
East of Las Virgenes Road	45	1,900	57.7	59	19	6
North of Stunt Road	45	2,700	59.2	84	27	8
East of Canyon Drive	45	4,800	61.7	149	47	15
West of Old Topanga Rd (Southerly)	45	6,600	63.1	205	65	20
East of Old Topanga Rd (Southerly)	45	6,900	63.3	214	68	21
East of Old Topanga Rd (Northerly)	45	7,100	63.4	220	70	22
Old Topanga Rd - Declaration Ave	45	7,900	63.9	245	78	25
West of Mulholland Drive	45	13,400	66.2	416	132	42

Source: LSA & Associates, 1994.

Table IV-25
Noise Field Measurement Data Summary

Noise Receptor Site	Roadway	Land Use	Date	Time	Measured L_{eq}	Measurement Duration (Minutes)	Measured Lmax
NR 1	Topanga Canyon Road	Rural Residential	10/27/92	11:00	69.1 dBA	10	84.8 dBA
NR 2	Old Topanga Canyon Road	SF Residential	10/27/92	11:48	67.4 dBA	10	80.0 dBA
NR 3	Mulholland Highway	School	10/27/92	12:12	66.1 dBA	10	80.1 dBA
NR 4	Park Alisal	SF Residential	10/27/92	12:38	54.0 dBA	10	67.9 dBA
NR 5	Parkway Calabasas	Golf Course/SF Residential	10/27/92	13:15	66.2 dBA	5	81.4 dBA
NR 6	Lost Hills Road	Office/SF Residential	10/27/92	15:03	69.5 dBA	10	82.1 dBA
NR 7	Las Virgenes Road	MF Residential	10/27/92	15;30	68.7 dBA	10	77.3 dBA
NR 8	Las Virgenes Road	MF Residential	10/27/92	15:55	64.6 dBA	10	74.4 dBA
NR 9	Calabasas Road	Neighborhood Commercial	10/27/92	16:35	60.4 dBA	10	69.5 dBA
NR 10	Highway 101	Commercial	10/27/92	17:00	74.1 dBA	10	77.9 dBA
NR 11	Highway 101	SF Residential	10/28/92	11:40	74.1 dBA	10	78.8 dBA
NR 12	Canwood Street/Highway 101	Community Park	10/28/92	11:40	74.1 dBA	10	78.8 dBA
NR 13	Highway 101	Commercial	10/28/92	12:30	72.2 dBA	10	80.9 dBA
NR 14	Mulholland Highway	SF Residential	10/28/92	13:59	63.5 dBA	10	73.7 dBA
NR 15	Mulholland Highway	Rural Residential	10/28/92	14:30	65.5 dBA	10	84.3 dBA
NR 16	Cold Canyon Road	Rural Residential	10/28/92	14;59	64.2 dBA	10	80.6 dBA
NR 17	Piuma Road	State Park	10/28/92	15:25	50.0 dBA	10	68.8 dBA

Source: LSA Associates, Inc., December 1992.

Table IV-26
Existing Noise Levels - Modelling Results

Roadway	Speed Limit (mph)	ADT	CNEL 100 feet from Centerline (dBA)	Distance to Contours 60 dBA (ft)	64 dBA (ft)	70 dBA (ft)
Ventura Freeway (Highway 101)						
Mulholland Dr I/C/Pkwy Calabasas I/C	55	157,000	81.2	13,058	4,129	1,306
Pkwy Calabasa I/C/Las Virgenes Rd I/C	55	152,000	81.0	12,642	3,998	1,264
Las Virgenes Rd I/C/Lost Hills Rd I/C	55	136,000	80.5	11,311	3,577	1,131
Los Hills Rd I/C/Liberty Canyon Rd I/C	55	142,000	80.7	11,810	3,735	1,181
Lost Hills Road						
North of Highway 101	30	6,700	58.9	78	25	8
Highway 101 Overcrossing	30	9,800	60.6	114	36	11
Highway 101/Agoura Road	30	16,300	62.8	189	60	19
Agoura Road/Malibu Hills Road	30	11,900	61.4	138	44	14
Malibu Hills Road/Meadow Creek Lane	30	9,000	60.2	104	33	10
North of Las Virgenes Road	30	7,000	59.1	81	26	8
Las Virgenes Road						
North of Thousand Oaks Blvd	45	4,200	61.2	130	41	13
Thousand Oaks Blvd/Morrison Ranch Rd	45	7,400	63.6	230	73	23
Morrison Ranch Rd/Parkmor Rd	45	9,300	64.6	289	91	29
Parkmor Road/Mureau Road	45	13,400	66.2	416	132	42
Mureau Road/Highway 101	45	15,100	66.7	469	148	47
Highway 101/Agoura Road	45	27,500	69.3	854	270	85
Agoura Road/Glen Street	45	17,500	67.4	543	172	54
Glen Street/Meadow Creek Lane	45	16,300	67.0	506	160	51
Meadow Creek Lane/Lost Hills Road	45	23,400	68.6	727	230	73
Lost Hills Road/Mulholland Highway	50	18,900	68.9	769	243	77
South of Mulholland Highway	50	20,700	69.3	842	266	84
South of Piuma Road	50	20,300	69.2	826	261	83
Agoura Road						
West of Lost Hills Road	45	1,600	57.0	50	16	5
Lost Hills Road/Las Virgenes Road	45	8,800	64.4	273	86	27
Mureau Road						
East of Las Virgenes Road	35	3,700	57.9	62	20	6
Mountain Gate Dr/Crummer Canyon Rd	35	3,400	57.5	57	18	6
North of Calabasas Road	35	6,200	60.1	103	33	10
Calabasas Road						
Mureau Road/Parkway Calabasas	40	6,600	61.8	152	48	15
Parkway Calabasas/Park Granada Blvd	40	12,500	64.6	289	91	29
Park Granada Blvd/Mulholland Drive	25	16,500	61.0	127	40	13
Parkway Calabasas						
Calabasas Road/Park Granada Blvd	40	7,300	62.3	169	53	19
Park Granada Blvd/Park Entrada	40	8,900	63.1	206	65	21
Park Entrada/Paseo Primaro	40	6,200	61.6	143	45	14
Paseo Primaro/Camino Portal	40	3,700	59.3	85	27	9
Camino Portal/Palmilla Drive	40	1,500	55.4	35	11	3
South of Calabasas Road	40	11,700	64.3	270	85	27

Source: LSA Associates, Inc., 1993.

walls can be constructed without a substantial loss of views of the area's natural hillsides. Other means of traffic noise mitigation which are less visually imposing than sound walls include increased setbacks, landscaped berms, and acoustically oriented site planning.

Freeway and Highway Noise

Four noise measurements were taken along the Ventura Freeway, two along Las Virgenes Road, three along Mulholland Highway, and one along Topanga Canyon Road. The highest noise levels in the City were measured along the Ventura Freeway, as shown in Table IV-24. Noise levels along the Ventura Freeway were in excess of the FHWA's noise standard of 67 dBA L_{eq}, ranging from 72.2 to 74.1 dBA L_{eq}. Noise levels along Topanga Canyon Road and Las Virgenes Road south of the Ventura Freeway were also in excess of the FHWA standard. Noise levels along Mulholland Highway, and Las Virgenes Road north of the Ventura Freeway were below the FHWA noise standard of 67 dBA L_{eq}.

The noise modelling results shown in Table IV-25 largely confirm the findings of the field measurements. The CNEL at 100 feet from the centerline of the Ventura Freeway is predicted to range from 80.5 to 81.2 dBA CNEL. High traffic volumes along Las Virgenes Road south of the Ventura Freeway result in high noise levels there, ranging from 67.0 to 69.3 dBA CNEL at 100 feet from the centerline. Noise levels along Las Virgenes Road north of the Ventura Freeway are considerably lower, ranging from 61.2 to 66.7 dBA CNEL; noise levels on Mulholland Highway range from 57.7 to 66.2 dBA CNEL; and a noise level of 65.1 dBA CNEL was recorded along Topanga Canyon Road.

Major and Secondary Street Noise

As shown in Table IV-25, noise measurements were taken along Old Topanga Canyon Road, Parkway Calabasas, Lost Hills Road, Calabasas Road, Cold Canyon Road, Park Alisal, and Piuma Road. The noise levels adjacent to Old Topanga Canyon Road and Lost Hills Road were 67.4 and 69.5 dBA L_{eq}, respectively, exceeding the FHWA noise standard of 67 dBA L_{eq}. Noise levels adjacent to the other roadways in the noise survey were below the FHWA standard, ranging from 54.0 to 66.2 dBA L_{eq}.

Results of noise modelling for these major and secondary streets are shown in Table IV-26. Old Topanga Canyon Road is predicted to have existing CNEL noise levels at 100 feet ranging from 56.2 to 62.4 dBA. Parkway Calabasas is predicted to have CNELs of between 55.4 and 64.3 dBA at 100 feet, while Lost Hills Road ranges from 58.9 to 62.8 dBA CNEL. Calabasas Road is predicted to range from 61.0 to 64.6 dBA CNEL at 100 feet from the roadway centerline.

Commercial/Industrial Noise

Noise from the commercial and industrial land uses in the City of Calabasas and its General Plan study area is not an existing, significant concern. This is due primarily to the small percentage of these uses existing in the City, as well as their location adjacent to the Ventura Freeway and local arterials, and a lack of significant noise generating industrial processes. Nonetheless, at the interface of these land uses with existing

sensitive receptors including residential uses, a potential noise conflict may exist. Intermittent noise from truck deliveries may result in occasional disruption of nearby residents. By reviewing the data on the existing noise conditions (Tables IV-25 and IV-26), it appears that the predominance of noise is generated from vehicular traffic utilizing the Ventura Freeway (SR-101) and the arterial roadways that carry traffic through the City of Calabasas to the Malibu coast. Consequently, noise generated by commercial and industrial uses in the City does not appear to adversely affect adjacent sensitive residential and other sensitive uses when compared with the roadway noise.

Aircraft Noise

Occasional noise from aircraft overflight does occur, but as a result of the relatively high altitudes at which the planes fly, resulting noise levels are relatively low. Aircraft that may fly over the study area include those originating/terminating at the Van Nuys Airport, which is located approximately 10 miles from Calabasas, and the Burbank-Glendale Airport, which is located approximately 17 miles from Calabasas. Aircraft using the Van Nuys Airport are typically smaller, private aircraft, with the exception of occasional military flight activity. Those using the Burbank-Glendale Airport include a broader mix, such as larger regional commercial commuter jets flying at high altitudes.

Discussions with the Calabasas City planning staff indicate that the primary community complaints regarding aircraft are from residents near the Sheriff's Station located on Agoura Road, where Sheriff's Department helicopters make occasional takeoffs and landings.

Generally, aircraft noise in Calabasas has not been a significant problem for the overall community. The long distance to the nearest airports and high altitude of flights above the City are factors that minimize the aircraft noise exposure in Calabasas.

Construction Noise

The hillside residential areas which constitute much of Calabasas contain large homes whose residents have pursued the serenity and isolation of these locations. Construction noise could affect this serenity where noise is projected into residential neighborhoods. Some noise disturbance in areas adjacent to construction sites is to be expected. These disturbances are due to demolition, grading, construction of new buildings, and relocation activities. Construction typically requires the use of heavy earth moving equipment and occasional blasting where hard rock is encountered.

Although construction noise will be a short-term impact, there is the potential for disruption of nearby residents if steps are not taken to limit the intensity and duration of their noise exposure. The City has temporarily adopted the County of Los Angeles Noise Ordinance, which limits any construction related activity to between the hours of 6:30 a.m. and 6:00 p.m., Monday through Saturday. However, the City is investigating revisions to construction noise provisions which could establish a new period for construction activities from 7:00 a.m. or later to 5:00 p.m. during weekdays. Weekend construction activities may be prohibited. Compliance with noise ordinance restrictions on construction activities will help minimize potential short-term construction impacts.

IMPACTS

Future development, including development which is consistent with the proposed General Plan in addition to that which is currently approved, will generally cause an increase in local traffic levels when compared with existing conditions. Increases in surface traffic will correspondingly result in incremental increases in roadway noise. The amount of noise increase will depend on the specific type of project and the proximity of sensitive receptors. Similarly, noise will ultimately be generated for the short term during project construction activity at various sites throughout the General Plan study area. The effects of construction noise should not be significant due to the short-term character.

Resolution of noise concerns will be guided by the policies for construction and long-term exposure contained in the Noise heading of the Environmental Hazards chapter of the General Plan. Thresholds of significance (Table VI-2 and Table VIII-3) and performance standards (Chapter VIII) contained in the Noise heading Element (i.e., Environmental Hazards chapter) will assist in minimizing the increases in the ambient noise environment. In addition, future development projects will be subject to the City's project specific CEQA implementation environmental review process. Detailed noise analyses and mitigation requirements, consistent with the General Plan policies, will assist in minimizing the impact of increased noise levels.

Persons occupying future development facilitated by the proposed General Plan could be affected by existing and forecast noise conditions where adjacent to or influenced by noise producing sources including freeways, roadways, and stationary sources. In addition, noise produced by traffic or from future development could have an effect on existing sensitive receptors near or adjacent to the proposed development projects. As stated above, the Noise Element (i.e., Environmental Hazards chapter) contains policies, maximum acceptable development impacts, and performance standards to assist in minimizing the effect of noise exposure on people in the study area.

According to the CEQA guidelines, a significant noise impact is one that substantially increases the ambient noise levels for adjoining or nearby sensitive receptors. For purposes of community noise assessment, changes in noise levels of three dBA or greater are typically identified as significant while changes less than one dBA are not discernable. In the one to three dBA range, persons sensitive to noise may perceive a slight change.

Transportation related noise standards have been established for noise sensitive land use areas (e.g., residences of all types) in the Noise Element of the City of Calabasas General Plan. These standards are 65 dBA CNEL for exterior noise sensitive areas and 45 dBA CNEL for interior areas.

Future noise levels for the freeway and arterials in the City of Calabasas and its General Plan study area were modelled for the future without project and the future with project alternatives using future traffic and speed characteristics. These future noise levels were calculated in terms of the CNEL noise metric. Future traffic volumes were obtained from the traffic study prepared by LSA Associates, Inc.

The results of the future noise modelling are presented in Table IV-27 in terms of CNEL noise levels 100 feet from the roadway centerline. Appendix C indicates the distances to the 70, 65, and 60 dBA CNEL contours. The results are presented for hard site conditions. (Hard site represents conditions without ground absorption and locations above

roadway levels.) The values presented in Appendix C are considered worst case because they do not account for the effect of existing topography, noise barriers or intervening buildings that may alter the roadway noise levels.

As shown in Appendix C, the worst case future without project alternative noise levels 100 feet from the centerline of the roadway range from 58.0 to 82.0 dBA CNEL for hard site conditions. Appendix C also shows that the worst case future with project alternative noise levels 100 feet from the centerline of the roadway range from 58.8 to 82.2 dBA CNEL for hard site conditions.

Table IV-27 presents a comparison of the modelled existing and future traffic noise levels. This Table indicates that portions of the project area have modelled existing and future noise levels that exceed the exterior noise standard of 65 dBA CNEL. Table IV-27 also shows that future with project noise levels at 100 feet from the roadway centerline will stay the same or increase 0.1 to 2.0 dBA over the future without project noise levels due to increases in future traffic volumes for all roadway segments except one. This roadway segment, Mulholland Highway, just east of Las Virgenes Road, has a future with project over future without project noise level increase of 3.8 dBA and a future with project noise impact of 65.4 dBA CNEL at 100 feet of the roadway centerline. In community noise assessment, residents sensitive to noise may perceive a slight change in noise levels in the one to three dBA range. Noise levels of three dBA or greater result in some noticeable increase in the noise environment. However, this increase of 3.8 dBA is for a receptor location along a rural section of Mulholland Highway with very few, if any, existing noise sensitive land uses within 100 feet of the centerline of the roadway. With standard mitigation, the future with project noise level of 65.4 dBA CNEL can be reduced to below the local exterior and interior noise level standards for any existing or proposed residential
development.

MITIGATION MEASURES

Table IV-28 outlines noise compatible land use relationships consistent with the nature and character of individual land uses within the General Plan study area.

K.1 Discretionary development projects subject to General Plan consistency findings as described below shall be provided adequate mitigation.

- Projects that will potentially cause a new exceedance of the interior noise standards outlined in Table IV-28
- Projects that are located within an area that exceeds the standards outlined in Table IV-28
- Projects that would potentially increase CNEL noise levels, within a rural land use by more than 4.0 dBA or more than 2.0 dBA within a urban area, within areas already exceeding the noise standards outlined in Table IV-28.

In addition, discretionary development projects subject to General Plan consistency findings which will potentially cause a new exceedance of the *exterior* noise standards outlined in Table IV-28, shall also provide adequate feasible mitigation to reduce the extent of or eliminate the exceedance.

Mitigation measures in the form of one or more of the following will be provided to reduce noise levels below the thresholds described above.

- Orient buildings for use in buffering or attenuating noise.
- Route or align roadways away from noise sensitive receptors where this can be accomplished without creating other significant impacts.
- Place the highest noise sources sufficiently distant from adjacent sensitive uses.
- Provide sound attenuation walls (open space buffers and berms are preferred).
- Utilize landscape materials and "softscape" design to break up and baffle hard surfaces, thus minimizing reverberation. Scientific evidence is available which demonstrates that soft surfaces absorb more sound than hard surfaces.
- Utilize open space and landscaped buffers between uses to naturally attenuate noise with distance. Project applicants shall be responsible for providing open space buffers in the form of easements to eliminate noise encroachment from having an adverse effect. The distance shall be sufficient to meet the exterior noise standards for the land uses identified in Table IV-28.
- Place fixed equipment in commercial retail and business park uses, such as air conditioning units, inside an enclosed space, or in shielded locations.
- For commercial, office, and business park uses, place rooftop equipment at an appropriate setback from property lines, or in acoustically treated mechanical rooms or in shielded equipment wells, to meet noise standards and minimize disturbance potential.
- Where appropriate, provide such features as sound rated windows, additional insulation in exterior walls or roofing systems, vent or mail slot modifications or relocation, and/or forced air ventilation.

The appropriate mitigation measures which shall be implemented for a specific project are to be included in the project's final design plans and submitted to the City of Calabasas Planning Department for approval.

MITIGATION MONITORING

Prior to issuance of building permits, the City Building Official shall verify that proper acoustical study and documentation exist to bring project noise impacts to within the standards identified above.

Table IV-27
Comparison of Exterior Modelled Noise Exposures
Adjacent to Nearby Roadways

Roadway	CNEL Noise Levels at 100 Feet from Centerline: Existing (dBA)	Exist. + Approved Committed Dev. (dBA)	General Plan Build Out (dBA)	Noise Exposure Increase[1] (dBA)
Ventura Freeway (Highway 101)				
Mulholland Dr I/C - Pkwy Calabasas I/C	81.2	82.0	82.3	0.3
Pkwy Calabasas I/C - Las Virgenes Rd I/C	81.0	81.8	82.2	0.4
Las Virgenes Rd I/C - Lost Hills Rd I/C	80.5	81.6	81.8	0.2
Lost Hills Rd I/C - Liberty Canyon Rd I/C	80.7	81.7	81.9	0.2
Lost Hills Road				
North of Highway 101	58.9	59.7	60.0	0.3
Highway 101 Overcrossing	60.6	62.4	63.2	0.8
Highway 101 - Agoura Road	62.8	64.8	65.4	0.6
Agoura Road - Malibu Hills Road	61.4	63.4	64.1	0.7
Malibu Hills Road - Meadow Creek Lane	60.2	62.2	63.1	0.9
North of Las Virgenes Road	59.1	60.7	61.6	0.9
Las Virgenes Road				
North of Thousand Oaks Blvd	61.2	61.7	62.0	0.3
Thousand Oaks Blvd - Morrison Ranch Rd	63.6	64.0	64.5	0.5
Morrison Ranch Rd - Parkmor Road	64.6	65.1	65.5	0.4
Parkmor Road - Mureau Road	66.2	66.8	67.3	0.5
Mureau Road - Highway 101	66.7	67.4	67.8	0.4
Highway 101 - Agoura Road	69.3	71.0	71.5	0.5
Agoura Road - Glen Street	67.4	69.0	69.6	0.6
Glen Street - Meadow Creek Lane	67.0	68.6	69.4	0.8
Meadow Creek Lane - Lost Hills Road	68.6	68.9	69.6	0.7
Lost Hills Road - Mulholland Highway	68.9	70.3	71.1	0.8
South of Mulholland Highway	69.3	70.4	71.0	0.6
Agoura Road				
West of Lost Hills Road	57.0	60.4	61.1	0.7
Lost Hills Road - Las Virgenes Road	64.4	66.2	66.3	0.1
Mureau Road				
East of Las Virgenes Road	57.9	58.9	61.8	2.9
Mountain Gate Dr - Crummer Canyon Rd	57.5	58.6	61.6	3.0
North of Calabasas Road	60.1	60.9	62.2	1.3

Table IV-27
Comparison of Exterior Modelled Noise Exposures
Adjacent to Nearby Roadways

Roadway	CNEL Noise Levels at 100 Feet from Centerline: Existing (dBA)	Exist. + Approved Committed Dev. (dBA)	General Plan Build Out (dBA)	Noise Exposure Increase[1] (dBA)
Calabasas Road				
Mureau Road - Parkway Calabasas	61.8	62.4	64.4	2.0
Parkway Calabasas - Park Granada Blvd	64.6	66.0	69.4	3.4
Park Granada Blvd - Mulholland Drive	61.0	62.9	64.1	1.2
Parkway Calabasas				
Calabasas Road - Park Granada Blvd	62.3	65.2	66.6	1.4
Park Granada Blvd - Park Entrada	63.1	64.8	65.2	0.4
Park Entrada - Paseo Primaro	61.6	63.5	63.9	0.4
Paseo Primaro - Camino Portal	59.3	62.1	62.7	0.6
Camino Portal - Palmilla Drive	55.4	60.7	61.6	0.9
Park Granada Blvd				
East of Parkway Calabasas	58.1	60.8	61.1	0.3
South of Calabasas Road	62.0	63.5	63.5	0.0
Old Topanga Road				
South of Mulholland Drive	62.4	63.1	64.1	1.0
Vicasa Road - Bluebird Drive	61.7	62.4	63.1	0.7
North of Mulholland Highway	60.7	61.5	62.4	0.9
South of Mulholland Highway	56.2	58.0	58.8	0.8
Topanga Canyon Road				
South of Mulholland Drive	65.1	65.8	66.4	0.6
Mulholland Highway				
East of Las Virgenes Road	57.7	61.6	65.0	3.4
North of Stunt Road	59.2	59.4	60.9	1.5
East of Canyon Drive	61.7	61.7	62.8	1.1
East of Old Topanga Rd (Southerly)	63.3	64.1	65.1	1.0
East of Old Topanga Rd (Northerly)	63.4	64.1	65.1	1.0
Old Topanga Rd - Declaration Ave	63.9	63.8	64.6	0.8
West of Mulholland Drive	66.2	66.3	67.2	0.9

Source: LSA & Associates, 1994.

Note: Data is updated from tables presented in Appendix C based on traffic analysis of Planning Commission General Plan land use recommendation.

Table IV-28
Interior/Exterior Noise Standards

Land Use		Maximum Exterior	Maximum Interior
Urban Single Family, and Multi-Family	Residential	65 dBA L_{eq}[1]	45 dBA L_{eq}[1]
Rural Residential		60 dBA L_{eq}	45 dBA L_{eq}
Schools:			
Classrooms		---	45 dBA L_{eq}[1]
Playgrounds		65 dBA L_{eq}	---
Libraries		---	45 dBA L_{eq}
Hospitals/Convalescent Facilities:			
Sleeping Areas		---	45 dBA L_{eq}
Living Areas		65 dBA CNEL	50 dBA CNEL
Reception, General Office, Clerical		---	50 dBA L_{eq}
Hotels/Motels:			
Sleeping Areas		---	45 dBA L_{eq}
Reception, General Office, Clerical		---	50 dBA L_{eq}
Places of Worship		65 dBA L_{eq}	45 dBA L_{eq}
Open Space/Active Recreation Areas:		70 dBA L_{eq}	---
Commercial and Business Park			
Private Office		---	45 dBA L_{eq}
General Office		---	50 dBA L_{eq}
Restaurant, Retail Store, etc.		---	55 dBA L_{eq}
Warehousing		---	65 dBA L_{eq}

Source: LSA Associates, 1993.

[1] CNEL and L_{eq} noise rating scales are described on page V-13 of the Calabasas Community Profile.

L. PUBLIC SERVICES AND FACILITIES

The future development envisioned by the General Plan will increase the demand for public services and facilities. At build out, there will be an increase of 2,113 elementary (K-5) students, 744 middle school (6-8) students, and 633 high school students. Of this projected increase, 40.6 percent will occur as the result of previously approved and committed development projects. Within the existing city limits, student enrollment will increase by 1,241 elementary (K-5) students, 422 middle school (6-8) students, and 380 high school students. Of the projected increase within the existing city limits, 63.3 percent will occur as the result of previously approved and committed development projects.

Implementation of the General Plan will also increase demands on library services in proportion to population increases (see Section IV-F). The demand for parks and recreation facilities will increase in a proportion greater than population increases as the City creates recreation programs aimed at local workers. Demands on fire and police protection will increase as the result of residential and commercial and business park development.

ENVIRONMENTAL SETTING

Public services are discussed in the Municipal Facilities and Services chapter, under the sub-headings of Educational Facilities, Public Safety Services, and Parks and Recreation of the Community Profile report. Impacts discussed for public services include police and fire protection, schools, library services, and parks and recreation. The following is summary of the public services and facilities relevant to the study area.

Schools

The City of Calabasas is served by the Las Virgenes Unified School District (LVUSD), which maintains 13 schools within the district boundaries. District boundaries encompass all of the City of Calabasas, and extend west of the City, serving adjacent communities. Within the City of Calabasas, the District maintains four elementary schools (K-5), one middle school (6-8), one high school (9-12), and one continuation high school. Public schools within the General Plan study area are identified in Table IV-29.

At their present design, several of the schools within the District are operating at, or over capacity. Portable classrooms are utilized where as needed to allow the continued operation despite the design limitations.

Student generation rates for the three school classifications are as follows:

- Elementary Schools (K-5) = 0.61 for single family, 0.23 for condominiums, and 0.25 for apartments
- Middle Schools (6-8) = 0.22 for single family, 0.04 for condominiums, and 0.03 for apartments
- High Schools (9-12) = 0.18 for single family, 0.10 for condominiums, and 0.03 for apartments.

Table IV-29
Existing Schools, Enrollments, and School Capacities

School	1993/1994 Enrollment	Permanent Classroom Capacity	Relocatable Classroom Capacity	Total School Capacity
High Schools				
Calabasas	1,285	1,712	0	1,712
Indian Hills Continuation	91	0	100	100
Middle Schools				
A.E. Wright Middle School	1,469	1,265	120	1,385
Elementary Schools				
Bay Laurel	480			548
Chaparral	515	470	150	620
Lupin Hill	730	532	150	682
Round Meadow	641	548	150	698

Source: Las Virgenes Unified School District

Note: Relocatable classrooms have a capacity of 30.

The LVUSD plans for additional facilities according to their Ten-Year Facilities Plan. This plan identifies how school capacity deficiencies are addressed, including the use of AB 2926 developer fees and negotiation of additional fees when needed to resolve capacity problems, that cannot be accommodated by the developer fees. Presently, the LVUSD has plans to provide an elementary school in conjunction with the Baldwin development (Calabasas Park West), and expand Calabasas High School (final phase of a four-phased project). In addition, there is also a potential for an additional middle school, although the LVUSD has not yet made this commitment. If needed, one of the existing elementary schools would be expanded and converted into a middle school and a new elementary school, to replace the existing school, would be constructed.

Library

Library services to the City of Calabasas are provided by the Los Angeles County Regional Library system. The library system is comprised of five regions which includes 92 libraries throughout the County. The system is set up to interact with the various library resources throughout the system. With this system, materials contained in one library can be accessed through any other library in the network.

Recently, the Cities of Calabasas and Agoura Hills jointly agreed to finance construction of a new 25,000 square foot regional library for use by the two cities. The new library,

when constructed, would be located in the City of Agoura Hills on a 6.1 acre site that has previously been dedicated. The existing Las Virgenes Library would cease to function and the building will be sold with the proceeds divided between the cities. All of the resources (i.e., books, videos, etc.) will be transferred to the new library. The County will continue to provide staff and maintenance responsibilities as they currently provide, resulting in no change in service operation.

The adequacy of library facilities is judged on a library by library basis, due to the lack of per capita/square foot standards to evaluate facility adequacy. According to the County Community Librarian, the Las Virgenes Regional County library services are operating at acceptable service levels. However, the facility is experiencing strains on the capacity limits in several areas including crowded parking conditions, and long check out lines. Ultimately, when the new, larger joint city-financed facility becomes operational, the service levels are expected to contain residual service capacity to accommodate future growth forecasts.

Fire Protection

The Los Angeles County Fire Department, as part of the larger Consolidated Fire Protection District of Los Angeles, provides contract fire protection and paramedic services to the City of Calabasas through three stations located in the Calabasas study area. The Los Angeles County Fire District serves a total of 893 square miles of developed and unincorporated County area, and 50 municipalities. Any location served by the Fire District has access to the complete resources available within the District. The District is comprised of 128 fire stations, 144 engine companies, five helicopters and various surface equipment (bulldozers) providing fire fighting capabilities.

The Fire District is responsible for providing all fire suppression services to the City of Calabasas, as well as for the surrounding unincorporated lands, including the General Plan study area. These services include both structural fires and wildland fires. Other sources are available as necessary under various mutual aid agreements to provide fire fighting assistance. These include the California Department of Forestry and the United States Forest Service. Both agencies normally provide fire suppression services for State and federal lands, respectively.

Should the Calabasas area require additional fire fighting capabilities, the other existing fire stations serving the Malibu area network (described above) would provide the first tier of defense. Additional service can also be summoned from the City of Los Angeles and from Ventura County through mutual aid agreements.

The County of Los Angeles Fire Department regulates access to all buildings (residential, commercial, industrial) through Fire Code Standard No. 10.207 (A) and (B). The intent of the code is to maintain an adequate level of fire protection for buildings constructed within their jurisdictional area by ensuring that access roads adequately support fire department apparatus.

Currently, no new fire facilities are planned that would directly benefit the Calabasas community. However, a fire station is being considered at some future date to serve the

Liberty Canyon area, and a fire station is planned for the Ahmanson Ranch project in Ventura County. The Fire District meets with the City representatives annually to address fire prevention and protection deficiencies and needs.

Police Protection

City police protection services are provided through a formal contract with the Los Angeles County Sheriff's Department. Sheriff services are dispatched from the new Lost Hills Sheriff's Station, located at 27050 Agoura Road. This station provides protection services for 190 square miles of Los Angeles County from the western border of the City of Los Angeles to the Ventura County line, and north from the Pacific Ocean to the southern border of Ventura County (or northern corporate limits of Calabasas).

The Lost Hills Sheriff's Station has an existing manpower level of 120 sworn personnel from the rank of deputy through captain. They currently operate approximately 44 vehicles, served by one two-man patrol car in the early evening and morning hours, and one, one-man car during daytime hours and four one-man vehicles for traffic control. The primary law enforcement concerns are traffic control, burglary, automobile burglary and theft, and domestic disputes.

In addition to the services outlined above, the City of Calabasas contracts for supplemental police services, sharing these services with adjacent communities. Calabasas contributes 40 percent of the costs for: a two-man juvenile intervention team and vehicle; a community relations officer; and an agendized car for directed patrol (e.g., special projects; not on call).

According to the Sheriff's Department, police protection services are contracted according to the need established by the City of Calabasas. In principle, the service level is not established by a particular standard, but is based on the City's need for service. The current service level is considered adequate by the Sheriff's Department.

According to the Sheriff's Department, because of the City layout, access to various parts of community is constrained by major roadway limitations. Specifically, the Ventura Freeway divides the City into a north and south portions. This creates a potential access concern (i.e., as needed to provide adequate police protection services) should the Ventura Freeway be closed, such as could occur during a hazardous materials accident/spill. In this event, motorists would be required to exit the freeway and utilize Mureau Road to get from the east to the west and vice versa. Mureau Road is not adequate in capacity or width to carry the freeway burden, would be significantly congested to the point of limiting police access. The options for improving this condition are to widen Mureau Road, and/or to extend Parkway Calabasas to Las Virgenes Road.

In disaster or emergency situations, the Sheriff's Department would establish an Emergency Operations Center at the Lost Hills Station for the purposes of centralizing all responses. All available deputies would be mobilized and placed on 12 hour on and off shifts. When the emergency is declared over, the deputies would resume their regular shift routines.

The Emergency Operations Center would first examine critical sites (i.e., hospitals, dams, etc.) to determine the significance of the event on the facility. Once the critical sites are examined, the Center would prioritize remaining emergency responses for significance. The Center would also coordinate response efforts with the Fire Department and the downtown Sheriff's office (headquarters) for additional assistance. If needed, other emergency agencies would be contacted to respond to specific areas of jurisdiction (e.g., California Highway Patrol for state highway facilities).

Parks and Recreation

The Santa Monica Mountains National Recreation Area is administered by the National Park Service, which is provided to serve the public. A total of 26 officially designated parks, preserve locations, beaches, natural area and unique features are contained within the Santa Monica Mountains National Recreation Area boundaries. These consist of a combination of County, State and national park/recreation facilities (see Figure III-5 of the Community Profile report).

Because all of Calabasas is contained within the Santa Monica Mountains National Recreation Area, the National Park Service is interested in the City's planning efforts. Land use decisions made by the City could negatively affect the National Park Service objectives for managing resources within the Santa Monica Mountains National Recreation Area, if development is approved or policy formulated that is contrary to National Park Service objectives.

The California Department of Parks and Recreation has developed Malibu Creek State Park, located along Las Virgenes Road, just south of Mulholland Highway. The 7,000-acre park is largely wilderness with active hiking trails and picnic areas that are accessible to the handicapped. The park also maintains a lake where swimming and wading are permitted.

The California Department of Parks and Recreation also administers a number of other State Parks in the Santa Monica Mountains. No new parks are planned for acquisition by the California Department of Parks and Recreation. In addition to State Parks lands, the State owns a number of other lands in the mountains. Most of these lands are located in the southern portion of the General Plan study area in the steep hillsides adjacent to Stuart Road. In total, the State owns approximately 35,000 acres within the entire Santa Monica Mountains National Recreation Area.

The Santa Monica Mountains Conservancy is a State Agency involved with resource conservation and preservation efforts in the Santa Monica Mountains. Their principal role is to identify and acquire lands. The Conservancy relies on the Santa Monica Mountains Comprehensive Plan to determine which lands to acquire. The lands are then dedicated to the National Park Service or California Department of Parks and Recreation who assumes long-term responsibility for the lands.

Until incorporation, the Los Angeles County Parks Department was responsible for providing local park service. The County developed approximately 10 acres of local park area (two parks) to serve the Calabasas area known as Grape Arbor Park and Gates Canyon

Park. These parks are classified as Neighborhood Parks and have a service radius of approximately ½ mile, and are intended to serve between 1,250 and 5,000 residents. If these guidelines are applied, only the area in the City north of the Ventura Freeway is served by local parks. The area south of the Ventura Freeway remains deficient of local park service. However, the City has plans to develop additional park facilities throughout the City. The 8-acre planned Lost Hills Park is located at the intersection of Lost Hills Road and Las Virgenes Road, adjacent to Malibu Creek State Park. Braemar Park is a planned 1.7 acre vest pocket park located at Mulholland Highway and Parched Drive. This park will be constructed by a local developer in the Mulwood community of Calabasas. Design plans have been completed. An existing 7.5-acre tennis and aquatic center, located on Park Sorrento at Park Granada (on Lake Calabasas) was recently purchased by the City of Calabasas to serve as a public recreation facility.

The County of Los Angeles does not currently own or operate any community regional facilities within the General Plan study area. Future facilities are dependent on funding sources, including the park bond measure, which was passed in November, 1992. Funds are now available to construct a recreation center with tennis courts, a regional youth baseball facility, and mountain and canyon acquisition in Los Angeles County.

Approximately 42 private residential enclaves are managed by homeowner's associations in the City of Calabasas. The private recreation facilities serve an important function in the City of Calabasas, by relieving some of the local park and recreation demand. Their presence assists in reducing local park land requirement by providing local park acreage.

The City of Calabasas recently established a Community Services Department to provide recreation services. In addition, a Parks and Recreation Commission has been appointed in the near future to interpret policy and recommend decisions on park/recreation services to the City Council.

The National Park Service, and the Santa Monica Trails Council together with a variety of other local public agencies and private concerns, is planning an integrated trail system (i.e., integrates with other local and regional trail networks) that links area recreation facilities and provides trail corridors between the mountains and the coast. The system will include trails of varying lengths and degrees of difficulty for a wide range of people with a variety of skills and abilities, including the disabled, senior citizens, and families. A series of loop trails will be provided for day hikers, and overnight camps will be established along longer trails to allow uninterrupted backpacking trips of several days' duration. The trail system may eventually connect with other major trails in the region, such as the Rim of the Valley Trail and the Pacific Crest Trail.

The primary trail in the Santa Monica Mountains system is referred to as the "Backbone Trail" which extends in an east-west direction to the south of Calabasas' corporate limits within the General Plan study area. Figure III-6 (contained in the Community Profile report) illustrates the trails planned in the General Plan study area. The 55-mile long backbone trail connects Topanga State Park, Tapia County Park, Malibu Creek State Park and Zuma Canyon County Park. It is used both by hikers and equestrians and provides views of the Pacific Ocean and the rugged Santa Monica Mountains.

A number of other trails connect with the Backbone Trail or other major feeder trails, linking together numerous significant landforms and regions, including the beaches along the Malibu coast. These include the Las Virgenes Trail, the Valley Circle Scenic Corridor Trail, the Calabasas/Cold Creek Trail, the Topanga/Henry Ridge Trail, the Stoke's Ridge Trail, Zuma Ridge Trail, Malibu Creek Trail, Saddle Peak Trail, Tuna Canyon Trail, Santa Maria Canyon Trail, Camp Slausen Connector Trail and the Stunt High Trail. It should be noted that the trail status varies widely by trail. Some trails have been constructed within dedicated easements, while other trails remain as foot paths with easements yet to be obtained. Consequently, considerable implementation efforts are required before the trail network has been determined as complete.

Other trails are either still in the planning stages, or are not currently part of the extensive Santa Monica Mountains trails system. These include the Juan Bautista DeAnza National Historic Trail, the bridge overcrossing (over the Valley Circle interchange of the U.S. 101 Freeway) for the Topanga-Henry Ridge Trail, public trails originating from the Ahmanson Ranch, and the Las Virgenes Canyon trail (proposed County trail) that connects Ahmanson Ranch to the Santa Monica Mountains.

IMPACTS

Schools

In those locations where the new residential uses generate students, future development would be required to mitigate for the potential effects on school facilities. According to the LVUSD, most of the elementary schools serving Calabasas are at or over their design capacity, and are required to utilize temporary facilities to accommodate existing enrollment levels. Currently, under existing State law, the LVUSD is entitled to collect fees from new residential, commercial and industrial land uses to be applied to school facilities (see also General Plan pages VII-4).

The total number of students that is estimated to be present within the General Plan study are at build out is approximately 10,347, a 51 percent increase over existing conditions) (see Table IV-30). Within the existing city limits, the total number of students expected at build out is 8,375 (an increase of 32.3 percent).

The LVUSD plans for additional facilities according to their Ten-Year Facilities Plan. This plan identifies how school capacity deficiencies are addressed, including the use of AB 2926 developer fees and negotiation of additional fees when needed to resolve capacity problems. In addition to the fees, the City could request developers to pay fees up front, or require a phased approach for development to assist in minimizing the effects on school facilities.

Library

The Calabasas area is served by the 7,000 square foot Las Virgenes Regional County Library. As mentioned under Environmental Setting, when the new, larger joint city-financed facility becomes operational, the service levels are expected to contain residual service capacity to accommodate future growth forecasts (see also General Plan page VII-4).

Table IV-30
General Plan Student Generation

Land Use	Dwellings	Elementary School	Middle School	High School
General Plan Study Area				
Single Family Residential Build Out	8,987 units	5,482	1,977	1,617
Existing Development (1990)	5,670 units	3,459	1,247	1,020
Approved Development	1,389 units	847	306	250
Future Development Approvals	1,928 units	1,176	424	347
Multi-Family Residential Build Out	3,253 units	813	130	325
Existing Development (1990)	2,894 units	723	116	289
Approved Development	34 units	9	1	3
Future Development Approvals	325 units	81	13	33
Total	**12,240**	**6,295**	**2,107**	**1,945**
Existing Development	**8,564**	**4,182**	**1,363**	**1,309**
Approved Development	**1,423**	**856**	**307**	**253**
Future Development Approvals	**2,253**	**1,257**	**437**	**380**
Existing City Limits				
Single Family Residential Build Out	7,091 units	4,326	1,560	1,277
Existing Development (1990)	5,270 units	3,215	1,159	949
Approved Development	1,221 units	745	269	220
Future Development Approvals	600 units	366	132	108
Multi-Family Residential Build Out	3,106 units	777	124	311
Existing Development (1990)	2,587 units	647	103	259
Approved Development	151 units	38	6	15
Future Development Approvals	368 units	92	15	37
Total Build Out	**10,197**	**5,103**	**1,684**	**1,588**
Existing Development	**7,857**	**3,862**	**1,262**	**1,208**
Approved Development	**1,372**	**783**	**275**	**235**
Future Development Approvals	**968**	**458**	**147**	**145**

Source: Planning Network, 1994.

Note: Demand factors for multi-family development are based on the higher generation factor between condominium and apartment development.

Fire Protection

As a result of the location and intensity of land use designations, in conjunction with proposed General Plan land use plan, the level of fire protection services could be affected. In locations where the development potential increases, additional fire protection services would be needed. This would be a direct result of new construction and an increase in population. The actual effects on the level of fire protection services would not occur until development projects were implemented. Limited access opportunities currently constrain emergency access throughout the community. There is some potential to aggravate this condition should roadway conditions (e.g., traffic capacity) deteriorate (see also General Plan pages VI-4 and VII-9).

Police Protection

The proposed General Plan may ultimately have an effect on police protection services (e.g., Sheriff). The land use potential could generate additional police service demand due to increased development intensity. Future development would be required to examine the potential increase in demand for police services, in conjunction with subsequent environmental review. There is some potential to aggravate the existing emergency access constraints should roadway conditions (e.g., traffic capacity) deteriorate (see also General Plan page VII-9). The definition and implementation of maximum development impacts (Tables VII-1 and VIII-3) and performance standards (Chapter VIII) will minimize the effects on police protection from future development.

Parks and Recreation

The proposed General Plan land use plan will ultimately generate additional residents that could affect the quality or quantity of existing recreational opportunities. This would be due to the potential overuse of existing facilities from an increased population base where recreational deficiencies currently exist. New development may be required to contribute land or fees to park and recreational facilities/land, etc., which will create new recreational opportunities for new residents. It would be expected that the additional park facilities provided by new development would not be sufficient to reduce the existing park deficiency to a level generally considered acceptable by the National Recreation and Parks Association (see also General Plan pages VII-6 and VII-7).

New residential development could be required to provide new park and recreation facilities. Where the Quimby Act applies to new subdivisions, park fees or land dedications may be required which could assist in mitigating unmet demand in a particular area.

The proposed General Plan specifies a park and open space land standard to be used in determining park/open space land requirements adequate to serve Calabasas residents. The standard contained in the General Plan states the following: "provide active parks at a rate of 3.0 acres of public parks and recreational areas per 1,000 residents". With the General Plan build out, the local park land need will total 95.7 acres.

Recreational services may also be affected by an increase in population and non-residential development. However, increase in demand could be offset by the increase in the local revenue stream, as well as by user charges.

In addition, the City of Calabasas has been working on establishing recreational programs aimed at local workers, such as sports leagues and a corporate fitness program. The establishment of these programs will increase the demand on local recreational facilities and services in excess of increases in local population. The extent of the impact is directly dependent upon the success of the programs.

The proposed General Plan could have a significant effect on park and recreational services as a result of development facilitated by the land use plan. Under current conditions, there is a significant shortage of local public park facilities available to serve Calabasas' residents. This condition partly because the extensive amount of private recreational facilities provided by homeowner's associations in Calabasas are not counted as part of the public recreational inventory. However, according to the Calabasas Community Services Director, because of the significant shortage of local public park land in the City, simply factoring in the private land acreage will not offset the local parkland shortfall. It also should be noted that there is a lack of flat land in the study area that could accommodate local neighborhood parks.

The proposed General Plan could also have an incremental effect on regional park and recreation facilities, including a number of nearby County of Los Angeles parks, Malibu Creek State Park, the Santa Monica Mountains National Recreation Area and the extensive trail system which extends through the study area boundaries. However, the potential local population increase resulting from the General Plan is not regionally significant, and regional facilities have been planned and designed to accommodate future population growth. Consequently, the long-term effect on the regional facilities should be comparatively reduced (see also General Plan pages VII-6 to VII-7). The definition and implementation of maximum acceptable development impacts (Table VIII-3 and performance standards (Chapter VIII) will minimize the effects to parks and recreation services from future development.

MITIGATION MEASURES

Public Services

L.1 Discretionary development projects subject to General Plan consistency findings within the City of Calabasas shall not result in a quantifiable reduction in the level of educational facilities provided to existing development. Therefore, development projects within the City of Calabasas shall be required to:

- Construct and/or pay for the new on-site capital improvements that are required to support the project
- Ensure that all new off-site capital improvements that are required by the project are available prior to certificates of occupancy

- Be phased so as to ensure that the capital facilities that will be used by the new development are available prior to certificates of occupancy

- Ensure that, in the event that capital facilities are impacted prior to development, the level of service provided to existing development will not be further impacted by the new development.

Prior to approval of any new development or redevelopment project, the applicant shall review the proposed project with representatives of the Calabasas School District, Calabasas Parks Department, Los Angeles County Fire Department, and Calabasas Police Department to determine whether all needed facilities and services to support the project will be provided in a timely manner. In cases where the new capital facilities needed by new development is greater than the new development's "fair share" of those facilities, at the City's discretion, a reimbursement agreement or other financial mechanism may be established to enable the developer to recoup the cost of providing capital facilities beyond the need directly created by his project.

In addition, the City shall conduct an annual review of local and areawide police and fire facilities and services, which includes:

- Evaluating adequacy of facilities and equipment; personnel staffing and program needs; and five year equipment, facility, and staffing needs based on anticipated growth and desired level of service.

- Review of infrastructure plans of other agencies, districts, and special districts for consistency with General Plan Goals and Strategies pursuant to State Government Code Section 65401.

M. UTILITIES

The development envisioned by the General Plan will increase demands on utility services within the City and its General Plan study area. There will be a need to protect new development from flooding hazards, necessitating the development of drainage and flood control facilities. Because the General Plan emphasizes preservation of open areas and landscaping within new development, and emphasizes avoidance of hazardous areas over the construction of these facilities, future impacts on flood control facilities should be minimal.

Tables IV-31 through IV-35 quantify the impacts associated with existing and future development, as envisioned by the General Plan, for water, wastewater, electrical, natural gas, and solid waste services. As can be seen from these tables, the majority of the impact from build out of the General Plan results from existing development, as well as development approvals and development agreements that preceded the General Plan.

In addition, build out of the Calabasas General Plan will increase the need for telephone services commensurate with the expansion of the City's and General Plan study area's residential, commercial, and business park sectors. In addition to increased demands for conventional residential and business telephone services, build out of the General Plan will increase demands for establishment and expansion of fibre optic lines to serve increasing numbers of businesses and telecommuters who utilize computer equipment on a daily basis.

ENVIRONMENTAL SETTING

Public utilities are discussed in the Municipal Facilities and Services chapter, under the subheadings of Infrastructure of the Community Profile report. Impacts discussed for public utilities include flood control, water, wastewater, electricity, natural gas, telephone, and solid waste. The following is a summary of the utilities conditions relevant to the study area.

Flood Control

The Los Angeles County Department of Public Works, Hydraulics and Water Conservation Division provides the City of Calabasas with flood control services at the regional level, with regard to flood hazards, groundwater conditions, flood control maintenance, and water conservation. Locally, the City is responsible for providing storm drains and minor flood control to protect residents from nuisance flooding conditions. Regional or subregional service responsibility principally involves County participation wherever flooding hazards could occur. The County plans future flood control improvements according to a Master Plan of Drainage program. This is a dynamic program that allows new facilities and improvements to be added to the list of improvement needs as drainage concerns are

Table IV-31
General Plan Water Consumption

Land Use	Dwellings/Acreage	Demand Factor (Gallons per day)	Average Daily Demand (Million Gallons p/day)
General Plan Study Area			
Single Family Residential Build Out	8,987 units	995	8.94
Existing Development (1990)	5,670 units	995	5.64
Approved Development	1,389 units	995	1.38
Future Development Approvals	1,928 units	995	1.92
Multi-Family Residential Build Out	3,253 units	436	1.42
Existing Development (1990)	2,894 units	436	1.26
Approved Development	34 units	436	0.01
Future Development Approvals	325 units	436	0.14
Commercial/Business Park Build Out	560.8 acres	3,800	2.13
Existing Development	204.4 acres	3,800	0.78
Approved Development	240.5 acres	3,800	0.91
Future Development Approvals	115.9 acres	3,800	0.44
Total			**12.49**
Existing Development			**7.68**
Approved Development			**2.31**
Future Development Approvals			**2.50**
Existing City Limits			
Single Family Residential Build Out	7,231 units	995	7.19
Existing Development (1990)	5,270 units	995	5.24
Approved Development	1,221 units	995	1.21
Future Development Approvals	600 units	995	0.60
Multi-Family Residential Build Out	2,966 units	436	1.29
Existing Development (1990)	2,587 units	436	1.13
Approved Development	151 units	436	0.07
Future Development Approvals	368 units	436	0.16

Table IV-31
General Plan Water Consumption

Land Use	Dwellings/Acreage	Demand Factor (Gallons per day)	Average Daily Demand (Million Gallons p/day)
Commercial/Industrial Build Out	386.6 acres	3,800	1.47
Existing Development (1990)	141.8 acres	3,800	0.54
Approved Development	191.3 acres	3,800	0.73
Future Development Approvals	53.5 acres	3,800	0.20
Total Build Out			**9.96**
Existing			**6.91**
Approved Development			**2.01**
Future Development Approvals			**0.96**

Source: Planning Network, 1994.

Note: Demand factors are based on weighted averages, and are derived from factors supplied by the Las Virgenes Municipal Water District.

Table IV-32
General Plan Wastewater Service Demand

Land Use	Dwellings/1,000 Square Feet	Demand Factor (Gallons/Day)	Average Daily Demand (Million Gallons/Day)
General Plan Study Area			
Single Family Residential Build Out	8,987 units	400	3.59
Existing Development (1990)	5,670 units	400	2.27
Approved Development	1,389 units	400	0.56
Future Development Approvals	1,928 units	400	0.77
Multi-Family Residential Build Out	3,253 units	260	0.85
Existing Development (1990)	2,894 units	260	0.75
Approved Development	34 units	260	0.01
Future Development Approvals	325 units	260	0.08
Commercial/Business Park Build Out	7,954.0	100	0.80
Existing Development	2,900.0	100	0.29
Approved Development	3,410.7	100	0.34
Future Development Approvals	1,643.3	100	0.16
Total			**5.24**
Existing Development			**3.31**
Approved Development			**0.91**
Future Development Approvals			**1.02**
Existing City Limits			
Single Family Residential Build Out	7,231 units	400	2.89
Existing Development (1990)	5,270 units	400	2.11
Approved Development	1,221 units	400	0.49
Future Development Approvals	600 units	400	0.24
Multi-Family Residential Build Out	2,966 units	260	0.77
Existing Development (1990)	2,587 units	260	0.67
Approved Development	151 units	260	0.04
Future Development Approvals	368 units	260	0.10

Table IV-32
General Plan Wastewater Service Demand

Land Use	Dwellings/1,000 Square Feet	Demand Factor (Gallons/Day)	Average Daily Demand (Million Gallons/Day)
Commercial/Industrial Build Out	5,723.2	100	0.57
Existing Development (1990)	2,100.0	100	0.21
Approved Development	2,831.7	100	0.28
Future Development Approvals	791.5	100	0.08
Total Build Out			**4.24**
Existing Development (1990)			**3.01**
Approved Development			**0.83**
Future Development Approvals			**0.43**

Source: Planning Network, 1994.

Notes: Demand factors are based on weighted averages are derived from factors supplied by the Las Virgenes Municipal Water District.

Table IV-33
General Plan Electrical Consumption

Land Use	Dwellings/1,000 Square Feet	Demand Factor (Kilowatts per Year)	Average Annual Demand (Million Kilowatts/Year)
General Plan Study Area			
Residential Build Out	12,240 units	6,081	74.43
Existing Development (1990)	8,564 units	6,081	52.08
Approved Development	1,423 units	6,081	8.65
Future Development Approvals	2,253 units	6,081	13.70
Commercial/Business Park Build Out	7,954.0	16.8	133.63
Existing Development	2,900.0	16.8	48.72
Approved Development	3,410.7	16.8	57.30
Future Development Approvals	1,643.3	16.8	27.61
Total			**208.06**
Existing Development			**100.80**
Approved Development			**65.95**
Future Development Approvals			**41.31**
Existing City Limits			
Single Family Residential Build Out	10,197 units	6,081	62.01
Existing Development (1990)	7,857 units	6,081	47.78
Approved Development	1,372 units	6,081	8.34
Future Development Approvals	968 units	6,081	5.89
Commercial/Industrial Build Out	5,723.2	16.8	96.15
Existing Development (1990)	2,100.0	16.8	35.28
Approved Development	2,831.7	16.8	47.57
Future Development Approvals	791.45	16.8	13.38
Total Build Out			**158.16**
Existing Development (1990)			**83.06**
Approved Development			**55.92**
Future Development Approvals			**19.18**

Source: Planning Network, 1994.

Note: Demand factors are based on weighted averages derived from the SCAQMD Air Quality Handbook. Numbers might not add due to rounding.

Table IV-34
General Plan Natural Gas Consumption

Land Use	Dwellings/1,000 Square Feet	Demand Factor (Cu. Ft./Year)	Average Annual Demand (Million Cu. Ft./Year)
General Plan Study Area			
Single Family Residential Build Out	8,987 units	79,980	718378
Existing Development (1990)	5,670 units	79,980	453.49
Approved Development	1,389 units	79,980	111.09
Future Development Approvals	1,928 units	79,980	154.20
Multi-Family Residential Build Out	3,253 units	47,016	152.94
Existing Development (1990)	2,894 units	47,016	136.06
Approved Development	34 units	47,016	1.60
Future Development Approvals	325 units	47,016	15.28
Commercial/Business Park Build Out	7,954.0	34.8	276.80
Existing Development (1990)	2,900.0	34.8	100.92
Approved Development	3,410.7	34.8	118.69
Future Development Approvals	1,643.3	34.8	57.19
Total			**1,148.52**
Existing Development (1990)			**690.47**
Approved Development			**231.38**
Future Development Approvals			**226.67**
Existing City Limits			
Single Family Residential Build Out	7,231 units	79,980	578.34
Existing Development (1990)	5,270 units	79,980	421.49
Approved Development	1,221 units	79,980	97.66
Future Development Approvals	600 units	79,980	47.99
Multi-Family Residential Build Out	2,966 units	47,016	139.45
Existing Development (1990)	2,587 units	47,016	121.63
Approved Development	151 units	47,016	7.10
Future Development Approvals	368 units	47,016	17.31

Table IV-34
General Plan Natural Gas Consumption

Land Use	Dwellings/1,000 Square Feet	Demand Factor (Cu. Ft./Year)	Average Annual Demand (Million Cu. Ft./Year)
Commercial/Industrial Build Out	5,723.2	34.8	199.17
Existing Development (1990)	2,100.0	34.8	73.08
Approved Development	2,831.7	34.8	98.54
Future Development Approvals	791.5	34.8	27.54
Total Build Out			**916.95**
Existing Development			**620.30**
Approved Development			**207.16**
Future Development Approvals			**96.46**

Source: Planning Network, 1994.

Note: Demand factors are derived from the SCAQMD Air Quality Handbook.

Table IV-35
General Plan Solid Waste Generation

Land Use	Dwellings/1,000 Square Feet	Demand Factor (Pounds per Day)	Average Daily Demand (Pounds per Day)
General Plan Study Area			
Residential Build Out	12,240 units	8.5	102,068.0
Existing Development (1990)	8,564 units	8.5	72,794.0
Approved and Committed Development	1,423 units	8.5	14,220.5
Future Development Approvals	2,253 units	8.5	15,053.5
Commercial/Business Park Build Out	7,954.0	7.0	65,534.2
Existing Development	2,900.0	7.0	24,650.0
Approved and Committed Development	3,410.7	7.0	17,612.0
Future Development Approvals	1,643.3	7.0	23,272.2
Total			**167,602.2**
Existing Development			**97,444.0**
Approved and Committed Development			**31,832.5**
Future Development Approvals			**38,325.7**
Existing City Limits			
Single Family Residential Build Out	10,197 units	8.5	85,484.5
Existing Development (1990)	7,857 units	8.5	66,784.5
Approved and Committed Development	1,372 units	8.5	13,787.0
Future Development Approvals	968 units	8.5	4,913.0
Commercial/Industrial Build Out	5,723.2	7.0	41,380.5
Existing	2,100.0	7.0	14,700.0
Approved and Committed	2,831.7	7.0	14,266.0
Future Development Approvals	791.5	7.0	12,414.5
Total Build Out			**126,865.0**
Existing			**81,484.5**
Approved and Committed			**28,053.0**
Future Development Approvals			**17,327.5**

Source: Planning Network, 1994.

Notes: Demand factors are based on weighted averages derived from factors supplied by the Los Angeles County Department of Public Works.

identified. The program is not fully implemented, particularly in urban areas where storm drain facilities do not meet current standards. However, in Calabasas, this is not a concern

due to the past installation of major flood control facilities and storm drains that adequately convey flood waters. According to the Hydraulics and Water Conservation Division, the Calabasas community is free of problem flooding conditions, although local flooding conditions may exist in times of abnormally heavy rainfall.

Water

The City of Calabasas obtains water service from the Las Virgenes Municipal Water District (LVMWD). The LVMWD purchases 100 percent of its potable water supply from the MWD. No local groundwater sources are utilized. Water that is reclaimed from the Tapia Water Reclamation Facility (tertiary treatment) is distributed throughout the City for irrigation purposes (see discussion under Wastewater). The LVMWD currently distributes approximately 40-55[1] acre-feet of water per day (depending on drought conditions and water rationing) and serves approximately 50,000 people. The service area is approximately 122 square miles in size, serving western Los Angeles County. Included in this service area are the incorporated cities of Westlake Village, Agoura Hills, Hidden Hills, and Calabasas.

Water is distributed throughout the District through a network of underground water mains of various sizes with the central spine of the system generally paralleling the Ventura Freeway. Generally, the distribution mains are in place. According to the LVMWD, there are no gaps or problem areas with respect to the distribution system.

Water service deliveries to the District are based on an allocation quota from MWD. The allocation varies depending on the overall water availability to MWD from its sources. Because the allocation varies, it could fall short of the demand during long-term drought conditions. Consequently, future allocations necessary to meet water demand for new development could fall short of meeting an adequate supply. Recently, MWD encouraged its member agencies, including the LVMWD, to impose emergency mandatory water conservation measures, due to a sixth year of continuous drought. Included in the program to conserve water was the adoption of an urgency ordinance, which included a moratorium on all new connections, effectively suspending the growth potential until the restriction was lifted.

In the future, unless additional infrastructure is developed to deliver additional supply, there is the potential that the MWD will impose similar recommended or mandatory emergency water conservation measures on their member agencies, including limits on allocation, and interruptable deliveries, should severe drought conditions prevail.

[1] An acre-foot of water would cover one acre of land to a depth of one foot. It is approximately 326,000 gallons.

The data presented above (i.e., demand criteria) was applied to the existing land uses to determine total existing water consumption. Accordingly, land uses within the city limits of Calabasas currently consume approximately 8 million gallons of water per day.

There are no problems with water pressure within the LVMWD service area. Potential problems are remedied during the conceptual design phase by requiring developers to submit a water system design report, which addresses the potential issues, including water pressure. Where water pressure is a concern, the LVMWD would require a developer to build a storage tank, or connect into an existing distribution system that has adequate pressure.

Wastewater

The LVMWD is also responsible for wastewater treatment and trunk sewers for wastewater collection services in the City of Calabasas. Local intercept collector sewers are provided by the City of Calabasas which connect with the District's trunk lines. Most of the wastewater flows by gravity trunk mains; however, some pumping and use of force mains is needed in specific locations. Although the majority of the City is connected by sewers, septic systems serve several rural areas in the study area. Areas currently on septic tanks are concentrated in the northeastern portion of Calabasas, near the Los Angeles city limits. An assessment district has been set up in this area and fees are being assessed to residents on septic systems for the ultimate connection by sewer laterals into the LVMWD trunk lines.

The District covers four sewer zones referred to as Zones U-1, U-2, U-3, and Zone B. The City of Calabasas is contained within Zones U-1 and U-2. The U-1 Zone encompasses the natural drainage basin for Malibu Creek and its tributary creeks. This area generally covers all of the lands from the Calabasas Grade west into parts of Ventura County. Wastewater from this area flows by gravity mains to the Tapia Water Reclamation Facility.

The U-2 Zone covers the area east of the Calabasas Grade to the border with the City of Los Angeles and includes parts of the cities of Calabasas and Hidden Hills. Wastewater from this zone flows by a combination of gravity mains and force mains to two lift stations. Some of the wastewater is released to the City of Los Angeles for treatment and the remainder is pumped over the grade to flow by gravity to the Tapia treatment plant.

LVMWD operates a treatment plant (Tapia Water Reclamation Facility) on Malibu Canyon Road, approximately five miles south of the Ventura Freeway. The Tapia facility is designed to treat an average capacity of ten million gallons per day (mgd) through tertiary treatment (aerobic-activated sludge process, followed by filtration and disinfection). The facility currently serves approximately 70,000 people. The Tapia treatment plant services both the U-1 and U-2 Zones described above. Treatment capacity is shared between the LVMWD (70 percent allocation) and the Triunfo County Sanitation District (30 percent allocation) in Ventura County. A Joint Powers Agreement between the two agencies has been established that specifies the allocation proportions. 1992 flows are estimated at

approximately 7.0 mgd or at 70 percent of design capacity (design capacity is stated in terms of average daily capacity).

The LVMWD plans to expand the treatment plant in 1993-94 to accommodate approximately 16.2 mgd, in conjunction with the Regional Facilities Expansion Plan. This plan was prepared to determine the Tapia treatment plant expansion requirements and the proposed composting plant/sludge generator facility proposed along Las Virgenes Road. The current treatment plant expansion is expected to be complete in summer, 1993, while the composting plant is expected to be complete in spring, 1994.

In addition to the capacity expansion, additional improvements are projected to be in place by the spring of 1994. These include the installation of new anaerobic digesters which process sludge that is currently being spread at Rancho Las Virgenes, where it is injected into the soil. In addition, a new composting facility will be built to combine the processed sludge with organic material to produce compost that can be used for landscaping purposes. In summary, no capacity problems are envisioned with regard to wastewater treatment in the Calabasas study area.

Reclaimed water produced from the Tapia plant is pumped into distribution lines to the east and west of the main distribution pump station near the treatment plant site. The main distribution pump station for the reclaimed water is also located at the Headquarters site and pumps reclaimed water both east and west through separate distribution systems. To the east, reclaimed water is available into central Calabasas. Pipeline projects are underway to extend the system to serve a wider area. The new pipeline, together with the concurrent construction of a new storage reservoir system, will allow further expansion of the system, especially north of the Ventura Freeway. The distribution system to the west is more extensive, covering most of the cities of Agoura Hills, Westlake Village, and Lake Sherwood in Ventura County.

Major pipeline expansions are planned to include the Oak Park and North Ranch areas. Reclaimed water is utilized for irrigation in landscape districts, greenbelt areas, golf courses, parks, schools, and at the Calabasas Landfill. The District distributes approximately 5.0 mgd of reclaimed water on an annual basis to irrigate these areas. It should be noted that reclaimed water shall also be used (where available) in lieu of potable water for construction activities such as compaction and dust control as deemed acceptable by the Regional Water Quality Control Board.

The LVMWD utilizes a single generation factor for various land uses within the LVMWD for wastewater generation. This factor is 325 gallons per day per equivalent residential unit and applies to all land use categories (residential, commercial, and industrial).

From the data presented above, the total wastewater generation for the City of Calabasas was determined. The Equivalent Residential Units were applied to the various land use category totals to determine that approximately 2.8 million gallons per day are being generated in the City of Calabasas.

Electricity

Electrical power to the Calabasas General Plan study area is provided by the Southern California Edison Company (SCE). SCE obtains electricity from various generating sources that utilize coal, nuclear, and hydroelectric resources to generate power. This power is transmitted over 66kV (kilovolts) lines to the Valdez Substation located near the Los Angeles City boundary (at Park Ora and Park Sorrento) where it is distributed to its customers via 16kV lines. These 16kV lines are generally located along both sides of the Ventura Freeway. Nearly all 16kV lines in Calabasas have been placed underground.

SCE has plans to provide future electrical service in conjunction with planned growth. Generally, SCE has identified circuit upgrades where future growth is anticipated. It is the objective of SCE to plan ahead for development and avoid conditions which exceed service capacities. Consequently, the current and projected facilities are or will be considered adequate to meet the City's electrical demand.

Total electrical usage for the City of Calabasas was determined by applying the above use factors to individual land use categories. This calculates to approximately 70.3 million kilowatts of electrical consumption on an annual basis, or 192,529 kilowatts per day.

Natural Gas

Natural gas is provided to the General Plan study area by The Gas Company. Subsidiaries oversee transmission mains and local distribution lines.

According to The Gas Company, distribution lines extend throughout the study area where necessary to serve existing development. A 14 inch transmission main extends down Calabasas Road (parallel to Ventura Freeway) from the intersection of Mureau Road. A regulator station at Calabasas Road and El Canon Avenue reduces the pressure from 300 pounds per square inch (psi) to a medium pressure 40 psi.

The Gas Company is mandated by the Public Utilities Commission to provide natural gas to all areas where service is available. To plan for future growth, The Gas Company modifications are anticipated. To a large extent, The Gas Company utilizes environmental impact reports prepared on land development projects to assist in their near-term and long-term service forecasting. According to The Gas Company, the existing and planned facilities are adequate to meet the City's natural gas demand.

Natural gas consumption was calculated by applying the above use factors to land use. In Calabasas, the current natural gas consumption is approximately 740 million cubic feet per year, or approximately 2 million cubic feet per day.

Telephone

Telephone service to the Calabasas study area is provided by Pacific Bell (PacBell). According to PacBell, the existing service to the community meets or exceeds their current demand for telephone service.

PacBell plans their infrastructure to accommodate future development. It is their objective to oversize telephone infrastructure as much as possible to avoid upsizing when new development occurs. As a result, line capacity remains adequate longer than would occur if the infrastructure were developed in conjunction with new development. For new small to medium sized developments (e.g., 50-100 residential units), new service can normally be accommodated with existing line infrastructure. However, for large-scaled planned developments (e.g., 1,000 residential units), PacBell cannot readily accommodate the demand and usually requires infrastructure improvements, extensions, or upsizing.

Solid Waste

Three waste disposal companies serve the City of Calabasas: Las Virgenes Disposal, Hillside Rubbish, and Calabasas Park Disposal.

Solid waste is disposed at the Calabasas Landfill, located adjacent to the Ventura Freeway on Lost Hills Road in the northwest portion of the City's General Plan study area. The next closest landfill is the Sunshine Canyon Landfill located at 14747 San Fernando Road, Los Angeles.

Calabasas Landfill property is owned by the County of Los Angeles and is operated by the Sanitation Districts of Los Angeles County under a Joint Powers Agreement.

Calabasas Landfill began operating in 1961. It currently accepts only non-hazardous municipal solid waste. In the past, this site also accepted limited quantities of liquid hazardous wastes; however, this practice was discontinued in July, 1980. Effective February, 1991, the Los Angeles County Code was amended (Ordinance No. 910003) to limit refuse disposal sites to areas in an identified "wasteshed" area. The wasteshed area generally includes the Cities of Calabasas, Hidden Hills, Westlake Village, Thousand Oaks, portions of the City of Los Angeles and portions of unincorporated Los Angeles County adjacent to the landfill.

The landfill currently accepts approximately 2,500 tons per day of refuse or approximately 800,000 tons per year. The amount of refuse collected daily varies throughout the year depending on the season and is greater during the summer months. The landfill operates under a maximum daily tonnage limit of 3,500 tons per day. Approximately 14.4 million tons of refuse (July, 1992) have been placed since the landfill opened. The remaining life of the site is estimated to be approximately 20 years.

Pursuant to the AB 939 requirements, on February 10, 1993, the City adopted an ordinance containing provisions and a plan to reduce waste on a city-wide basis. The

ordinance consists of three components: Source Reduction Recycling Element, Household Hazardous Waste Element, and Solid Waste Generation Study.

IMPACTS

Flood Control

According to the County Department of Public Works, Division of Hydraulics and Water Conservation, local Calabasas storm drains and major flood control facilities have been installed that adequately convey flood waters, and rendering the community substantially free of problem flooding conditions. However, there are several localized areas of drainage deficiencies within the study area.

For new development proposed in the General Plan land use plan, additional storm drain and flood control improvements may be required to adequately protect both upstream and downstream properties. Given the well developed local and regional flood control system, it would be expected that these improvements would be confined to the local areas and little, if any, off-site improvements would be needed. Such upgrades would occur in conjunction with future, site specific development. The Draft General Plan includes policies, maximum acceptable development impact thresholds (Table VIII-3) and performance standards (Chapter VIII) relative to drainage issues in the study area.

Water

New development that will occur consistent with the proposed General Plan land use will consume additional water supplies and quantities when compared to existing conditions. Additional water infrastructure may be required to serve new development. Given the predominantly developed nature of Calabasas, it would be expected that the new infrastructure would be limited primarily to the immediate area serving the development areas.

A Water Master Plan was prepared for the LVMWD in order to identify future capital improvement requirements. The plan is based on population projections provided by the Southern California Association of Governments, as well as local general plan land use plans and projections. With these projections, the plan identifies the types and sizes of facilities required (i.e., transmission mains, reservoirs, pump stations) to support the long-range development potential within the LVMWD. Since the plan was prepared, very little development has occurred and, therefore, the majority of the proposed improvements have not yet been implemented. Since the overall potential development intensity of the proposed General Plan is anticipated by the LVMWD Master Plan, significant impacts to water facilities are not anticipated. Maximum acceptable development impact thresholds (Tables VII-1 and VIII-3) and performance standards (Chapter VIII) will minimize the effects on water facilities from future development.

Upon general plan build out, the total water consumption demand is estimated at 12.49 million gallons per day (a 62 percent increase over existing conditions).

Wastewater

Development proposed in the General Plan land use plan will ultimately result in the generation of additional wastewater. Additional improvements to the existing sewerage systems will be required to serve these areas. Although some off-site systems upgrades may be required, the majority of the upgrades will probably be confined to the immediate development locations. Such upgrades would occur in conjunction with future, site specific development. Maximum acceptable development impacts thresholds (Tables VII-1 and VIII-3) and performance standards (Chapter VIII) will minimize the effects on wastewater facilities from future development.

LVMWD operates a treatment plant (Tapia Water Reclamation Facility) on Malibu Canyon Road, approximately five miles south of the Ventura Freeway. The Tapia facility is designed to treat an average capacity of ten million gallons per day (mgd) through tertiary treatment (aerobic-activated sludge process, followed by filtration and disinfection). 1992 flows are estimated at approximately 7.0 mgd or at 70 percent of design capacity (design capacity is stated in terms of average daily capacity). The LVMWD plans to expand the treatment plant this fall (1993) to accommodate approximately 16.2 mgd, in conjunction with the Regional Facilities Expansion Plan. This plan identifies the Tapia treatment plant expansion requirements and the proposed composting plant/sludge generator facility proposed along Las Virgenes Road. Developers have the responsibility to submit preliminary engineering plans for any future development that will connect into the District's sewer lines. These plans will be provided to the LVMWD for review.

According to the LVMWD, no foreseeable system constraints and deficiencies should occur once the Tapia facility is operating at full capacity.

The wastewater generated from general plan build out is approximately 5.2 million gallons per day (a 62 percent increase over existing conditions).

Electricity

The proposed General Plan land use plan will ultimately require some increase in electrical power services as needed to serve potential development. It would be expected that some locations in the City would require infrastructure improvements to provide adequate service. However, such improvements would occur in conjunction with the new development. In addition, the SCE plans their facilities in conjunction with forecast development proposals. The Draft General Plan includes policies and design criteria relative to energy resources (Chapter VIII) in the study area.

With the General Plan build out, the total electrical power demand will be approximately 569,865 kilowatts per day (almost a threefold increase over current conditions).

Natural Gas

The proposed General Plan land use plan will ultimately require some increase in natural gas services as needed to serve potential development. It would be expected that some locations in the City would require infrastructure improvements to provide adequate service. However, such improvements would occur in conjunction with the new development. In addition, The Gas Company plans their facilities in conjunction with forecast development proposals. The Draft General Plan includes policies and design criteria (Chapter VIII) relative to energy resources in the study area.

Upon general plan build out, the total natural gas consumption will be approximately 3.14 million cubic feet of natural gas per day (a 70 percent increase) over existing conditions.

Telephone

In conjunction with the proposed General Plan land use, future development will require the extension of telephone lines and other communication systems. It would be expected that the new developments would be responsible for providing the extensions.

Solid Waste

New development consistent with the proposed General Plan will generate additional solid wastes requiring disposal in the County owned Calabasas Landfill. Upon General Plan build out, a total of 83.6 tons per day of refuse will be generated. Remaining life of the Calabasas Landfill site has been estimated at 20 years. The additional disposal quantities are considered incremental and cumulative when compared with regional waste generation quantities. The City's requirements to comply with State mandated waste reduction objectives will assist in minimizing the incremental and cumulative effects of the additional waste generation quantities on the County's limited landfill capacities (see also General Plan page II-20). Maximum acceptable development impacts thresholds (Table VIII-3) and performance standards (Chapter VIII) will minimize the effects on solid waste facilities from future development.

MITIGATION MEASURES

M.1 Discretionary development projects subject to General Plan consistency findings within the City of Calabasas shall not result in a quantifiable reduction in the level of infrastructure services provided to existing development and as identified in the Environmental Analysis Section of the General Plan EIR. Therefore, development projects within the City of Calabasas shall be required to:

- Construct and/or pay for the new on-site capital improvements that are required to support the project

- Ensure that all new off-site capital improvements that are required by the project are available prior to certificates of occupancy
- Be phased so as to ensure that the capital facilities that will be used by the new development are available prior to certificates of occupancy
- Ensure that, in the event that public services or off-site capital facilities are impacted prior to development, the level of service provided to existing development will not be further impacted by the new development.

MITIGATION MONITORING

Prior to approval of any new development or redevelopment project, the applicant shall review the proposed project with representatives of the individual service provider to determine whether all needed facilities and services needed to support the project will be provided in a timely manner. In cases where the new capital facilities needed by new development are greater than the new development's "fair share" of those facilities, at the City's discretion, a reimbursement agreement or other financial mechanism may be established to enable the developer to recoup the cost of providing capital facilities beyond the need directly created by the project.

The City of Calabasas shall provide an annual source reduction and recycling progress review that evaluates the effectiveness of source reduction and recycling programs both individually and collectively in diverting waste. The review will include, at a minimum, the following:

- The amount of waste that was diverted
- Status of all programs
- Summary of the success or failure of program implementation
- Recommendations for necessary modifications to existing programs and suggestions for new programs to be adopted.

N. HUMAN HEALTH AND RISK OF UPSET

As commercial and business park uses locate within the City and its General Plan study area and as new residential uses are constructed pursuant to the General Plan, the potential for storage, use, and generation of hazardous materials will increase. However, because of the nature of anticipated future land uses, the absence of heavy industries, and ongoing regulation and management of hazardous materials, including household hazardous wastes, significant adverse impacts are not anticipated.

Although the development of new residential, commercial, and business park uses within the City and its General Plan study could increase the risk during accident conditions, the types of uses that are consistent with the proposed General Plan are not generally associated with major hazardous conditions during an accident. The primary exception to this general observation is the location of the Ventura Freeway. Because it is a major north-south connection within California, there is the potential for transport of hazardous materials along that route, as well the potential for an accident involving the transport of such hazardous materials. An exception to this general observation would be the business park uses that will locate along the Ventura Freeway. Business parks could, but generally do not contain manufacturing processes that could create a significant hazard during an accident.

ENVIRONMENTAL SETTING

Human Health

Potential threats to human health are discussed in this EIR under Earth Resources, Public Services and Noise sections. The following is a discussion of the hazardous materials setting relevant to the General Plan study area.

The accidental release of any hazardous material is a potentially serious incident, which is addressed under the County of Los Angeles "Hazardous Waste Management Plan", and has been adopted by the City of Calabasas. This plan addresses hazardous material accidents based on State guidelines as developed by the State Office of Emergency Services. Developed in response to the passage of a State law requiring each county in California to deal with the management of hazardous waste, the purpose of the County Hazardous Waste Management Plan is to provide a more effective framework for managing the County's hazardous waste consistent with State law and requirements of the State Department of Health Services.

Because Calabasas is primarily a residential community, large areas of industrial/commercial activities do not currently exist. However, there are some commercial and industrial uses in the study area that use hazardous materials, which could pose a threat. Due to the small number and size of these facilities in Calabasas, it is unlikely that large amounts of hazardous materials are used or stored in the City.

Currently, there are no active landfills operating in Los Angeles County which accept hazardous wastes. Hazardous wastes generated within the County, which are disposed off-site, are transported to Kettleman Hills Landfill in Kern County and to Casmalia Landfill in Santa Barbara County. Both facilities are considered to be active "Class One" landfills, capable of handling all types of urban wastes, including toxic and hazardous materials (except explosives and radioactive materials).

Risk of Upset

Data relating to risk of upset is presented in this EIR under the headings of Earth Resources, Public Services, and Noise. Hazardous Materials related information is evaluated above in Human Health. The following is an additional discussion of the risk of upset conditions relevant to the study area.

An Emergency Preparedness Committee has been formed by the City of Calabasas for the purpose of identifying and planning for various local emergency conditions. The committee has developed an Emergency Preparedness Plan which addresses policies and procedures to be implemented in the event of an emergency situation or disaster.

The City has an emergency operating communications center at City Hall. The Center is equipped with modern communications equipment to assist in coordinating with emergency response agencies (e.g., County Sheriff's and Fire Departments) during an emergency condition. They rely on amateur band radios and transmitters to communicate with these agencies.

As identified by the plan, the most probable emergency situations the City will face would be landslides, flooding, hazardous materials spills, or managing resources in the aftermath of an earthquake.

IMPACTS

Human Health

As a result of the proposed General Plan land use plan, additional development will be facilitated, including the potential to store or utilize hazardous materials or generate hazardous wastes, particularly in areas where business park or commercial land uses are proposed. Ultimately, the use and storage of hazardous materials or generation and disposal of hazardous materials is regulated by the City's zoning ordinance for specific uses, as well as numerous State and federal laws. These regulations are implemented or effectuated at the site specific development approval phase and, together with subsequent detailed environmental review, are intended to fully mitigate the various concerns associated health hazards.

Potential development facilitated by the General Plan may utilize hazardous materials or generate hazardous wastes as required for various manufacturing, processing or vending

(e.g., dispensing gasoline at service stations). Since numerous regulations control the use, storage, and generation of these substances at the development phase, and subsequent environmental review would be required for development projects, the risk of hazardous exposure to persons in Calabasas will be minimized. Maximum development impacts thresholds (Table VIII-3), performance standards (Chapter VIII), and management guidelines (Table VIII-7) will minimize the effects to human health from future development.

Risk of Upset

Future development where land use changes are proposed in the General Plan could include activities that ultimately increase risk during upset conditions. However, the type of land uses proposed in the land use plan are not normally associated with the risk during upset conditions, with the potential exception of manufacturing processes could occur. In addition, should risk during upset conditions be associated with a specific project, the project would be subject to additional city environmental review and processing, as well as State and federal regulations which control uses employing hazardous substances in their operations or processes.

Effects on emergency plans could occur if new development reduces the effectiveness of the plans. Due to the nature of the land uses proposed in the General Plan, combined with the previously urban nature of the land uses in Calabasas, the future land use potential would not be expected to significantly alter or affect evacuation plans.

Of greater concern in Calabasas is the potential effect on the circulation network and the City's ability to maintain adequate access connections in an emergency situation. According to the Sheriff's Department, because of the City's layout, access to various portions of the community is constrained by roadway limitations. Specifically, the Ventura Freeway divides the City into north and south portions. The freeway creates a potential access constraint (i.e., as needed to provide adequate emergency services) for two reasons: (1) it is a barrier to north-south access, allowing limited crossing opportunities and (2) should the Ventura Freeway be closed (during a hazardous materials accident/spill), the adjacent roadways with limited capacity (e.g., Mureau Road and Calabasas Road) would become the only other east-west circulation facility in the vicinity. The Sheriff's Department is concerned that these roadways could not bear the entire freeway traffic burden and also provide adequate emergency access. Changes to the circulation network (including deterioration in level of service), could have an effect on the City's ability to plan for and provide adequate emergency response.

The City has set limitations on service levels in the Circulation Element (i.e., Transportation chapter) which should prevent future traffic impacts from significantly affecting emergency service. Therefore, it is anticipated that emergency response and access on a community-wide basis will remain similar to the current conditions in the study area. Maximum development impacts thresholds (Table VIII-3 and performance standards/design guidelines (Chapter VIII and Table VIII-7) will minimize the effects on risk of upset for future development.

MITIGATION MEASURES

Human Health

N.1 The City of Calabasas shall require that all commercial, office, and business park uses comply with the provisions of the Los Angeles County Hazardous Waste Management Plan and the most current amendments to the California Code of Regulations, Title 22.

N.2 Concurrent with submittal of development applications, project applicants will be required to submit a history of on-site soil use and, if warranted, a soil survey to determine the potential presence of hazardous substances in the soil.

N.3 The City of Calabasas shall reduce the risk associated with the accumulation of household hazardous waste by continuing to play an active role in the implementation of the County of Los Angeles Household Hazardous Waste Program.

MITIGATION MONITORING

As a participant in the County's Hazardous Waste Management Plan, the City of Calabasas shall require that prior to the issuance of certificates of occupancy, uses which use hazardous materials demonstrate that they are consistent with City, County, State, and Federal laws regarding the use, manufacture, sale and disposal of hazardous substances.

Risk of Upset

N.4 The City of Calabasas shall maintain readiness to provide emergency services by adopting and implementing a comprehensive City Emergency Operations Plan.

N.5 The City of Calabasas shall maintain mutual aid agreements with regional emergency agencies to ensure the City's ability to receive assistance when demands for emergency services are greater than that of the City's available resources.

N.6 The City of Calabasas shall require all new development projects to provide at least two points of ingress and egress to provide adequate access in the event of an emergency situation.

MITIGATION MONITORING

Provide an annual emergency preparedness report regarding the efforts made throughout the year to adopt and implement the Emergency Operations Plan. At a minimum this report shall include:

- Status of emergency facilities and services that serve the City
- Summary of preparedness activities and training held throughout the year
- Recommendations to improve program efficiency
- Proposed programs for the coming year.

V. ALTERNATIVES TO THE PROPOSED ACTION

V. ALTERNATIVES TO THE PROPOSED ACTION

The California Environmental Quality Act (CEQA) requires EIRs to discuss a reasonable range of project alternatives that are "capable of eliminating any significant adverse environmental effects or reducing them to a level of insignificance, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly (CEQA § 15126 [d][3]). In addition, CEQA Guidelines, Section 15126 (d), state, "If the environmentally superior alternative is the 'No Project' alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives."

Prior to selecting a Preferred Land Use Plan and concept, the General Plan Advisory Committee reviewed and considered a range of alternatives to fairly evaluate the various scenarios. These alternatives are used as a basis for considering the alternatives to the proposed action per CEQA guidelines. In addition, the General Plan Advisory Committee's recommended General Plan, which was considered by the Planning Commission in formulating the project description and is analyzed in this EIR, is analyzed as an alternative. Use of the Los Angeles County General Plan is also analyzed as an alternative. The final alternative addresses expanding area roadways.

Each of the alternatives considered in this EIR is discussed below. For each alternative, the alternative is described, a discussion of environmental impacts associated with that alternative is provided, and the impacts of the proposed General Plan in relation to each alternative are identified. Table V-1 provides a comparative summary of impacts associated with each alternative.

A. PROPOSED GENERAL PLAN SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

Based on the discussion contained in this EIR, two significant impacts that cannot be avoided even with all feasible mitigation measures in place are:

- Traffic/Circulation
- Air Quality

B. DESCRIPTION OF GENERAL PLAN ALTERNATIVES

The following is an analysis of the alternatives to the proposed Calabasas General Plan. This section focuses on the environmental impacts which would be expected to occur if the various alternative land use scenarios and the City were to be "built out" under the land use designations each proposes. These land use scenarios are as follows:

- Traditional Land Use Diagram and Prescriptive Policies (Alternative 1)
- Modified Traditional Land Use Diagram with Performance-Based Policies (Alternative 2)
- Land Management Diagram and Performance-Based Policies (Alternative 3).

In addition, a "No Project Alternative" (Alternative 4) is described and evaluated, as is the General Plan Advisory Committee's General Plan recommendation and use of the Los Angeles County General Plan. The final alternative addresses expansion of the area's planned roadway system (Alternative 5).

It is the purpose of this section to provide an analysis of the trade-offs (in terms of environmental effects) that would be implicit in the selection of any of these alternatives. For instance, selection of the Alternative 3 would result in the creation of more local jobs and economic stability, but at the cost of creating more vehicle trips, air pollution, sewage, and others. Expansion of the area's roadway system could reduce traffic congestion, but would also result in a substantial loss of natural environmental features and, potentially, historical structures. A knowledge of these trade-offs is necessary to provide the citizenry and decision makers with a factual groundwork on which to base decisions about the future of Calabasas.

In this section, several alternatives having different populations and numbers of housing units, as well as different land use assumptions at build out, are evaluated for their potential impacts on the environment. The impacts associated with implementation of these various alternatives are analyzed and compared to those resulting from the proposed General Plan. By this comparison, it can be determined whether another alternative might eliminate any significant environmental impacts resulting from the project.

The General Plan Alternatives for the City of Calabasas are based on different views of managing the community's future. The alternatives have been built around the Community Themes that were derived from the analysis of community issues in the Community Profile. These different views or "abstracts" represent, therefore, a menu of potentially feasible strategies the City could implement in order to solve issues identified in the Community Profile.

CEQA also requires the discussion of moving the project to an alternative site, which would in this instance require creating a new General Plan. A General Plan by nature is specific to its jurisdiction, and moving the project to another "site" is not feasible. Since State law

requires that the preparation of a General Plan be specific to the defined boundaries of a city, an alternative site would be inappropriate and inconsistent with CEQA. Therefore, this topic will not be discussed further.

NO PROJECT ALTERNATIVE

CEQA requires the discussion of the No Project Alternative, which for a General Plan EIR, traditionally includes two scenarios: a "No Build" scenario and the continued use of the existing General Plan. For the No Build Alternative, the City and study area would remain in its present condition, and future development opportunities would be terminated. No new development or growth would occur, and all conditions found in the current setting would occur in perpetuity. In summary, these conditions are reflective of the existing conditions in the study area, and are identical to those presented in the Community Profile report.

State law requires all newly incorporated cities to have an adopted General Plan within 18 months of incorporation. To merely terminate development as an alternative would constitute a gross taking of property rights, interfere with previously approved development rights, prevent the City from accepting its fair share of housing for all economic segments of the community, and would not constitute a legally adequate General Plan. Consequently, the No Build Alternative is considered not feasible and is not further discussed.

For the second scenario, use of the County's former land use designations and General Plan policy provisions would apply. One of the primary reasons for incorporation of the City of Calabasas was the community's dissatisfaction with the Malibu/Santa Monica Mountains Interim Area Plan. This Area Plan, which was adopted in 1981, was intended to serve as an interim policy statement until a permanent plan could be formulated and adopted. Although originally intended to remain in effect only until December 31, 1982, the "life" of the Interim Area Plan was extended by the Board of Supervisors, and remains in effect today for the unincorporated portions of the General Plan study area. In addition, a court has ruled that, at least in limited circumstances, the Malibu/Santa Monica Mountains Interim Area Plan is the de facto existing General Plan for the City of Calabasas. However, Los Angeles County has recognized that the Interim Area Plan is badly out of date, and has embarked on a major update program in cooperation with the cities of Agoura Hills, Calabasas, Hidden Hills, and Westlake Village, as well as the National Park Service, Las Virgenes Unified School District, and the Las Virgenes Municipal Water District.

The Malibu/Santa Monica Mountains Interim Area Plan does not address all of the issues needed to comprise an adequate General Plan under current State law. In addition, the countywide General Plan does not address issues relevant to the City of Calabasas in sufficient detail so as to constitute an adequate General Plan. Thus, use of the Interim Area Plan is rejected as infeasible, and is not further discussed.

ALTERNATIVE 1: TRADITIONAL LAND USE DIAGRAM AND PRESCRIPTIVE POLICIES

This alternative uses a traditional land use diagram with prescriptive policies. In this alternative, the General Plan diagrams describe the ultimate build out of the community, including the specific types of land uses, the intensity of uses, and where these uses will be located. The policies would be prescriptive, and describe specifically how a goal or an objective will be achieved. Alternative 1 is similar to the existing Los Angeles County General Plan in style, but reflects the specific values and desires of Calabasas. It uses the same land use and roadway designations, but reduces the overall intensity of allowable development. In addition, the policies will be written in a manner that will eliminate existing loopholes that permit development inconsistent with community values.

Alternative 1 has a land use diagram which identifies specific land use categories and their related maximum allowable densities. The land use diagram is supported by policies and programs described in the text of the General Plan. These land uses identify not only the type of use, but also the maximum development intensity permitted.

Under Alternative 1, there would be 11,193 dwelling units, with a total population of approximately 29,472. This alternative would include approximately 245 acres of business/commercial plus 166 acres of other commercial uses. Office uses would include approximately 19 acres, with business use totalling 530 acres (7,748,000 square feet). Open space uses would comprise approximately 14,362 acres (71 percent).

ALTERNATIVE 2: MODIFIED TRADITIONAL LAND USE DIAGRAM & PERFORMANCE-BASED POLICIES

In this alternative, the traditional land use diagram would be modified. Broad categories of land use, such as residential or commercial, are identified on the diagram. However, a series of performance-based policies are used to establish the intensity of development permitted in specific areas. Unlike the prescriptive policies described for Alternative 1, performance-based policies do not specify how a goal or objective is met. Instead, performance-based policies describe the desired outcome. As a result, these policies allow flexibility as to how the desired outcome will be achieved. Performance-based policies establish a framework for making decisions that are consistent with the goals and objectives of the General Plan. In this alternative, performance-based policies are used to identify density or intensity of development permitted on a site. This could present the project proponent with a number of options, including restricting development intensity to avoid additional mitigation of impacts, or proposing higher intensity at the expense of providing mitigation to levels consistent with performance.

Alternative 2 has a reduced development intensity when compared with the proposed project, while retaining a suburban "small town" character. This alternative envisions a community that promotes community/social interaction on a neighborhood level, focusing on reducing

residential densities. When compared with the proposed General Plan, Alternative 2 shifts the land use intensity away from both residential and commercial land uses. It has a greater institutional and open space focus when compared with the project.
Under Alternative 2, there would be 11,073 dwelling units, with a total population of approximately 29,553. This alternative would also include 405 acres (5,303,500 square feet) of commercial use, and approximately 1,034 acres of public facility uses. Open space uses would comprise 14,820 acres of the total study area (73 percent).

ALTERNATIVE 3: LAND MANAGEMENT DIAGRAM AND PERFORMANCE-BASED POLICIES

In Alternative 3, a land management diagram is used, rather than the traditional General Plan land use diagram. The land management diagram works with a detailed set of performance based policies to establish the type and intensity of development permitted in specific areas.

In Alternative 3, similar to Alternative 2, the General Plan policies are performance-based and coordinated with environmental thresholds of significance. In this option, the policies of the General Plan establish specific criteria that are reused to evaluate the actions of the City and other agencies operating within the General Plan study area. Rather than specifying the manner in which they will be achieved, the performance-based criteria focus on desirable outcomes. These standards would be used to review development projects. City actions on budgeting and capital improvement programming would be consistent with these performance-based policies.

Alternative 3 relies on enhancing the sales tax generating potential of the City's business communities as the focus of development. Under this alternative, the intensity of retail commercial and industrial uses would be maximized in an effort to increase tax generation and to fund increased levels of community services and amenities. It should be noted that this alternative also stresses urban residential interaction, while also allowing for rural residential development opportunities.

The land use character of the community would focus on creating intensity in the urban areas.

Under Alternative 3, there would be 14,149 dwelling units, with a total population of approximately 36,895. This alternative would also include 384 acres of urban density commercial uses, along with 592 acres of urban development commercial regional uses. Open space uses would be less extensive than other alternatives, dropping to approximately 13,190 acres.

ALTERNATIVE 4: GENERAL PLAN ADVISORY COMMITTEE'S RECOMMENDED GENERAL PLAN

In Alternative 4, nearly all of the development areas indicated on the proposed General Plan's Land Use diagram as "Hillside Mountainous" would be designated "Open Space - Resource Protection," and be permitted to develop with a single residential dwelling at a density of one dwelling unit per 160 acres (1 du/160 ac). In addition, the rural residential areas located north of the Ventura Freeway west of Las Virgenes Road would be designated Open Space -

Resource Protection. The Business Park area south of the freeway west of Lost Hills Road would be expanded by designating the adjacent Residential Multiple Family area as Business Park. The "Micor Project," located east of Las Virgenes Road would be permitted to develop with a maximum of 250 dwelling units, compared to the maximum of 93 permitted under proposed General Plan provisions.

Under Alternative 4, there would be a total of 12,008 dwelling units, with a total population of approximately 31,900. The acreage devoted to open space would be substantially greater than that for the proposed General Plan.

ALTERNATIVE 5: EXPANDED ROADWAY SYSTEM

In Alternative 5, roadway carrying capacity would be expanded where physically feasible to improve traffic flow. In addition, Las Virgenes Road and Thousand Oaks Boulevard would be extended up to the County line to accommodate traffic from the Ahmanson Ranch project. Thus, while land uses would remain the same as indicated in the proposed General Plan, the following additional roadway carrying capacity enhancements would be added to the Circulation Element:

- ***Lost Hills Road***: widen to six lanes from the Ventura Freeway to Agoura Road
- ***Las Virgenes Road***: widen to eight lanes between the Ventura Freeway and Agoura Road, and to six lanes between Agoura Road and Mulholland Highway; extend roadway to the Ventura County line to accept traffic from the Ahmanson Ranch development
- ***Thousand Oaks Boulevard***: extend Thousand Oaks Boulevard to the Ventura County line to accept traffic from the Ahmanson Ranch development
- ***Malibu Canyon Road***: widen to four lanes
- ***Old Topanga Road***: widen to four lanes from Mulholland Drive to Mulholland Highway
- ***Topanga Canyon Road (SR-27)***: widen to four lanes from Mulholland Drive to Cezanne Avenue
- ***Mulholland Highway***: widen to four lanes between Las Virgenes and Stunt Roads, Dry Canyon and Old Topanga Road (south), and between Old Topanga Road (north) and Liberty Canyon Road.

C. EVALUATION OF ALTERNATIVES

The following information represents a comparative analysis of the project alternatives. A quantitative comparison of population, housing, student generation, water consumption, wastewater generation, solid waste, energy consumption, and demands for other public services and facilities that would result from build out of each alternative is presented and summarized in Table V-1. In addition, a qualitative comparison of other environmental impacts that might result from build out of each alternative is also included. The results of computer traffic modelling of each alternative have also been included.

The discussion that follows focuses only on the environmental topics that are considered relevant to the alternatives analysis when comparing the alternatives to the Proposed Project. Because the Proposed Project has two significant impacts (Traffic/ Circulation and Air Quality), the alternatives are presented to specifically examine how these areas may be improved when compared with the Proposed Project. However, for air quality impacts, because the increment of change for each of the alternative easily exceeds the SCAQMD significance threshold criteria used in evaluating air emissions burden, each alternative will have the same effect, that is, implementation of each alternative would have a significant cumulative impact, similar to the Proposed Project. None of the alternatives is capable of reducing the burden to below the threshold criteria limits and, therefore, further discussion on air quality is not provided.

Table V-1
Summary of Alternatives
Calabasas General Plan EIR

	Existing Conditions	Proposed Project	Alternative 1	Alternative 2	Alternative 3	Alternative 4 "GPAC Plan"	Alternative 5
Total Population	21,761	32,438	29,472	29,553	36,895	31,900	32,438
Total Housing Units	9,109	12,240	11,193	11,073	14,149	12,008	12,240
Non-Residential (acres)	2,144	817	764	1,440	1,581	1,099	817
Open Space	15,586	6,641	14,362	14,820	13,190	13,723	6,641
Circulation	138,123 ADT 1,533,165 VMT	257,439 ADT 2,875,572 VMT	218,000 ADT 2,420,000 VMT	190,600 ADT 2,116,000 VMT	422,700 ADT 4,692,000 VMT	237,400 ADT 2,635,140 VMT	257,439 ADT 2,875,572 VMT
Water Facilities[1]/ (million gallons per day)	8.0	12.49	11.64	11.83	16.74	12.41	12.49
Wastewater Facilities[2]/ (million gallons per day)	2.8	5.24	4.67	5.00	6.07	5.14	5.24
Electricity[3]/(million kwh per day)	0.19	0.57	0.54	0.48	0.88	0.55	0.57
Natural Gas[4]/ (million cubic feet per day)	2.00	3.15	2.70	3.15	4.07	3.09	3.15
Telecommunications	N/A	Increased/NA[5]	Increased/ Decreased	Increased/ Decreased	Increased/ Increased	Increased/ Decreased	Increased/ Same
Law Enforcement	N/A	Increased/NA	Increased/ Decreased	Increased/ Decreased	Increased/ Increased	Increased/ Same	Increased/ Same
Fire Facilities	N/A	Increased/NA	Increased/ Decreased	Increased/ Decreased	Increased/ Increased	Increased/ Same	Increased/ Same
Schools - (students)[6]	10,340	10,347	11,305	11,184	14,290	12,127	10,347
Parks and Recreation Facilities (acres)	N/A	97.3	88.42	88.66	110.69	95.7	97.3
Solid Waste Generation[7]/ (tons per day)	48.2	83.8	72.0	88.4	107.1	83.8	83.8
Air Quality	N/A	Increased/NA	Increased/ Decreased	Increased/ Decreased	Increased/ Increased	Increased/ Decreased	Increased/ Same
Water Resources and Water Quality	N/A	Increased/NA	Increased/ Decreased	Increased/ Decreased	Increased/ Increased	Increased/ Same	Increased/ Same

Table V-1
Summary of Alternatives
Calabasas General Plan EIR

	Existing Conditions	Proposed Project	Alternative 1	Alternative 2	Alternative 3	Alternative 4 "GPAC Plan"	Alternative 5
Soils	N/A	Same/NA	Same	Same	Same	Same	Same
Mineral Resources	N/A	Same/NA	Same	Same	Same	Same	Same
Wildlife and Plants	N/A	Same/NA	Same	Same	Same	Same	Same
Geology and Seismicity	N/A	Same/NA	Same	Same	Same	Same	Same
Flood Hazards	N/A	Same/NA	Same	Same	Same	Same	Same
Noise/Sound Attenuation	N/A	Increased/NA	Increased/ Decreased	Increased/ Decreased	Increased/ Increased	Increased/ Decreased	Increased/ Same
Hazardous Materials	N/A	Same/NA	Same	Same	Same	Same	Same
Emergency Preparedness	N/A	Same/NA	Same	Same	Same	Same	Same

Source: LSA & Associates, 1994.

[1] Las Virgenes Municipal Water District (LVMWD) uses consumption factors as described on page III-32 of the Community Profile report.

[2] LVMWD uses a residential wastewater generation factor of 325 gallons per day per equivalent residential unit.

[3] Estimates of electricity consumption are based upon consumption factors contained in the 1993 CEQA/Air Quality Handbook.

[4] Estimates of gas consumption are based upon demand rates obtained from SCAQMD, CEQA Handbook, 1993.

[5] Refers to a comparison of the impacts of the alternative, first, to existing conditions, and next, to a comparison of the alternative's impacts to the Proposed Project.

[6] School student generation factors are based on the total elementary, middle and high school requirements (1.01 students/household) as determined by the Las Virgenes Unified School District (LVUSD).

[7] Solid waste generation factors are 8.5 pounds per day per residential unit, 5.0 pounds per day per 1,000 square feet of commercial uses, and 8.0 pounds per day per 1,000 square feet of industrial use.

ALTERNATIVE 1

Land Use

Build out of the proposed land uses in this alternative would not be appreciably different than the trend that has been established in the City. Development would follow traditional planning programming and processing, and respond to the land use and density limitations contained in each General Plan designation. Overall, the greatest difference between the Proposed General Plan and this alternative occurs with respect to flexibility. This alternative does not permit the land use flexibility that would be allowed in the proposed project due to the differences in policy descriptions. The land uses are more distinct and definable, but have less opportunity to respond to changes in the market place, or to adjust to physical and environmental conditions. The greatest difference compared with the Proposed Project is land use intensity, due to lower build out yield and increased open space acreage. As a result, the overall use of the land would be considered slightly less utilized when compared with the Proposed Project. The Proposed Project land use program can respond to land use conditions more easily than this alternative because of flexibility in policy. Therefore, this alternative does not have land use benefits over the Proposed Project.

Traffic

This alternative generates less total average daily traffic than the Proposed Project, due primarily to a reduced number of housing units, as well as reduced non-residential land uses (e.g., commercial uses). Alternative 1 would generate approximately 39,000 fewer daily trips (15 percent reduction). Only two roadway sections would not exceed capacity when compared with the Proposed Project. Of those two, only the segment along Old Topanga Road (south of Mulholland Drive) shows a measurable improvement (0.90 volume per capacity [v/c] compared with 1.04 v/c). Therefore, the Proposed Project has substantially similar overall traffic related impacts when compared with this alternative.

Services/Utilities

Alternative 1 generates fewer population, and housing units than the Proposed Project and, therefore, would have reduced services and utilities requirements. However, none of the services or utilities providers indicated a significant impact would occur with build out of the General Plan. Each agency/provider has indicated that they have the ability to provide adequate service, provided sufficient notice is given for major land developments. Since build out is not expected until year 2010, the agency/providers should be able to maintain adequate services for this alternative, as well as for the Proposed Project. As a result, this alternative does not provide any distinct service or utility advantages when compared with the Proposed Project.

Noise

Alternative 1 will generate fewer vehicles on a daily basis when compared with the Proposed Project resulting in slightly reduced noise effects and reduced distance in noise indicator contours. Nonetheless, implementation of the Proposed Project does not result in significant noise related impacts. Therefore, this alternative would not be expected to provide substantial improvements to the noise environment when compared to the Proposed Project.

Open Space

Alternative 1 proposes significantly more open space than does the Proposed Project. This is primarily the result of the large areas designated as Hillside Mountainous in the proposed General Plan, which would permit a ***maximum*** development intensity of 1 du/10 ac, compared to 1 du/160 ac for the open space designation under Alternative 1.

ALTERNATIVE 2

Land Use

Alternative 2 proposes a planning concept similar to the Proposed Project through the use of performance-based policies. While the outcome is not as easily defined as Alternative 1, this alternative, like the Proposed Project, facilitates flexibility, allowing for adjustments to occur over time in response to changing external conditions. The ability to describe land use associations and compatibility is somewhat limited. However, because the performance-based policies in this alternative are intended to seek an improved product while offering flexibility, the land use effects would represent an improvement compared to traditional General Plan programming, and similar to the proposed General Plan program. Consequently, this alternative would have substantially similar effects when compared with the Proposed Project. The greatest difference with respect to land use does not involve concept, rather in land use intensity. This alternative results in a reduced intensity when compared with the Proposed Project, including over 1,100 fewer residential units, and 2.9 million fewer square feet of non-residential office/commercial uses. A reduced development intensity also allows for increased open space compared to the Proposed Project. The overall development intensity for this alternative would not be substantially different than for the Proposed Project; however, development would occur on fewer acres. Therefore, the land use effects for this alternative and the Proposed Project are not dissimilar, rather the distinct differences focus on how much additional acreage would be set aside for development versus acreage reserved in open space.

Traffic

This alternative generates the least traffic of all the alternatives due to reduced overall yield. The total average daily traffic is estimated at 190,600 trips for this alternative compared with 257,400 trips for the Proposed Project, due primarily to a reduced office/commercial square

footage and the number of housing units. This total intensity difference is significant (approximately 67,000 fewer total daily traffic or 26 percent) when compared with the Proposed Project. Four roadway sections would not exceed capacity under this alternative when compared with the Proposed Project. Of those, three segments are substantially improved when compared with the Proposed Project, including two segments along Las Virgenes Road (Agoura Road to Glen Street and Glen Street to Meadow Creek Lane), and the segment along Old Topanga Road (south of Mulholland Drive). Nonetheless, while this alternative shows some improvement (along those few segments) when compared to the Proposed Project, the improvements do not reflect a major beneficial improvement when compared to the Proposed Project. The majority of the roadway segments that are over capacity with the Proposed Project are also over capacity with this alternative. Therefore, the Proposed Project has substantially similar overall traffic related impacts (although generally higher) when compared with this alternative.

Services/Utilities

Population and housing units generated by this alternative are all less than the Proposed Project and, therefore, would have reduced services and utilities requirements. None of the services or utilities providers indicated a significant impact would occur with build out of the General Plan, provided they have been provided sufficient notice for major land developments. Since build out is not expected until year 2010, the agency/providers should be able to maintain adequate services for this alternative, as well as for the Proposed Project. As a result, this alternative does not provide any distinct service or utility advantages when compared with the Proposed Project.

Noise

Alternative 2 will generate fewer vehicles on a daily basis when compared with the Proposed Project resulting in reduced noise effects and reduced distance in noise indicator contours. Regardless, like this alternative, implementation of the Proposed Project does not result in significant noise related impacts. Therefore, this alternative would not be expected to provide substantial improvements to the noise environment when compared to the Proposed Project.

Open Space

Alternative 2 proposes significantly more open space than does the proposed project. This is primarily the result of the large areas designated as Hillside Mountainous in the proposed General Plan, which would permit a ***maximum*** development intensity of 1 du/10 ac, compared to 1 du/160 ac for the open space designation under Alternative 2.

ALTERNATIVE 3

Land Use

Alternative 3 proposes the use of performance-based policies to guide future development, similar to the concept for the Proposed Project. Consequently, the land use relationships and compatibilities, like the Proposed Project, are not as explicitly defined as with traditional General Plan programs. However, performance-based policies allow for greater flexibility and interpretation as needed to adjust to changing conditions. Unlike the Proposed Project, however, this alternative has fewer land use categories, focusing the categories on urban uses, rather than on retention of the rural qualities contained in the Proposed Project. Development intensities could increase significantly with this alternative (over 1,900 additional residential units and 6.5 million square feet of office/retail uses) when compared with the Proposed Project. Consequently, with this alternative, development intensity increases, and development character changes to an urban orientation.

Traffic

In conjunction with an increase in intensity and change to urban character, the total trips increase when compared with the Proposed Project. This alternative generates the most vehicular trips of all the alternatives, approximately 422,700 total trips (an increase of 165,260 trips) or a 64 percent increase when compared with the Proposed Project. While the increase in residential uses with this alternative cause the trips to increase, the greatest increase in trips is attributed to the office and commercial land uses. In these categories, the total trips more than doubles when compared with the Proposed Project. An additional 11 separate roadway segments exceed acceptable capacity levels when compared with the Proposed Project. Those shared roadway segments that both the Proposed Project and this alternative exceed capacity, are significantly greater for this alternative. Consequently, as a result of the urban emphasis and increase in development intensity with this alternative, the traffic conditions deteriorate substantially when compared with the Proposed Project.

Services/Utilities

For this alternative, service agency and utility providers should be able to maintain adequate service levels, provided growth occurs in according to projections and sufficient advanced planning notice is given. However, because the intensity is significantly greater for this alternative, there will be an increased burden on the providers when compared with the Proposed Project. It should also be noted that with the Proposed Project, water allocations remain somewhat uncertain in the future, depending on a number of conditions outside of the control of the water district. With an increase in intensity and demand for service, the water supply allocations are a potentially greater constraint for this alternative.

Open Space

Alternative 3 proposes significantly more open space than does the proposed project. This is primarily the result of the large areas designated as Hillside Mountainous in the proposed General Plan, which would permit a ***maximum*** development intensity of 1 du/10 ac, compared to 1 du/160 ac for the open space designation under Alternative 3.

ALTERNATIVE 4

Land Use

Alternative 4 represents the Calabasas General Plan Advisory Committee's General Plan recommendation, and was used as the project description for the previously distributed General Plan Draft EIR. In general, the areas designated on the proposed General Plan as "Hillside Mountainous" were designated in the GPAC Plan (Alternative 4) as "Open Space - Resource Protection." In addition, to increasing the ***maximum*** allowable development intensity of existing lands that were not committed to long term open space from 1 du/160 ac to 1 du/10 ac, with a basic development intensity of 1 du/40 ac, the proposed General Plan reduces the maximum allowable development intensity of the "Micor project" from 250 dwelling units to 1 du/10 ac (93 dwelling units), with a basic development intensity of 1 du/40 ac (23 dwelling units). Alternative 4 does not propose expansion of the existing office/business park development in the Craftsman Corner area, as does the proposed General Plan. In addition, Alternative 4 proposes a higher intensity commercial use along Calabasas Road west of Parkway Calabasas than does the proposed General Plan. Both Alternative 4 and the proposed General Plan propose retaining the existing intensity of the Soka site as the maximum that would be allowed. The net result is that Alternative 4 envisions 232 fewer residential dwelling units and 244,140 fewer square feet of commercial/business park development than does the proposed General Plan.

Traffic

Build out of Alternative 4 would yield approximately 20,000 fewer vehicle trips than would build out of the proposed General Plan. The decreased traffic in this alternative would largely occur along rural roads, as well as approaches to the Ventura Freeway.

Services/Utilities

Alternative 4 would result in reduced demands on services and utilities than would the proposed General Plan. Of particular note would be elimination of the potential need to extend utility lines into areas designated in Alternative 4 General Plan as "Open Space - Resource Protection." This could potentially occur if future development within these areas was clustered into "rural enclaves." The need to extend sewers could be reduced by establishing minimum parcel sizes for such "rural enclaves" of approximately one acre or more.

Open Space

Alternative 4 proposes significantly more open space than does the proposed project. This is primarily the result of the large areas designated as Hillside Mountainous in the proposed General Plan, which would permit a ***maximum*** development intensity of 1 du/10 ac, compared to 1 du/160 ac for the open space designation under Alternative 4

ALTERNATIVE 5

Land Use

Although land use under Alternative 5 would be the same as for the proposed General Plan, significant land use impacts could result. Existing road sections and rights-of-way along Las Virgenes Road (between the freeway and Agoura Road) and Old Topanga Road are constrained by existing development, and could not be widened without significant disruption. In addition, creating additional carrying capacity along these roadways, as well as along Lost Hills Road, would increase noise levels adjacent to existing residential neighborhoods.

Traffic

By constructing new roadways and widening existing roadways, Alternative 5 would eliminate the significant traffic impacts that would occur under the proposed General Plan. However, extension of Las Virgenes Road and Thousand Oaks Boulevard to the Ventura County line to accommodate traffic from Ahmanson Ranch would substantially increase traffic volumes in the northwestern portion of Calabasas. For example, traffic along Las Virgenes Road would increase by 6,000 vehicles daily between Thousand Oaks Boulevard and Mureau Road (4,100 increase on Thousand Oaks Boulevard), disrupting adjacent neighborhoods and increasing area noise levels. Between Mureau Road and the Ventura Freeway, traffic along Las Virgenes Road would increase by 17,000 vehicles daily. In addition, the extension of Las Virgenes Road and Thousand Oaks Boulevard to the Ventura County line to accommodate traffic from Ahmanson Ranch would place an additional 8,200 vehicles daily on the Ventura Freeway in the vicinity of Las Virgenes Road, increasing congestion on that facility.

Land Resources

The roadway projects identified as part of Alternative 5 would require substantial additional grading and landform modification. Because of the existence of steep slopes adjacent to the existing roadways, the widening of Las Virgenes Road (south of Agoura Road), Malibu Canyon Road, Mureau Road, and Mulholland Highway, as well as the westerly extension of Calabasas Road, would affect the alteration of natural hillsides in conflict with General Plan policies. In addition, some of the grading necessary to create the expanded roadway sections envisioned by Alternative 5 could expose unstable soils, and result in landslide hazards, such as the one that has occurred along Agoura Road at the western boundary of the City.

Biological Resources

Sensitive biological resources exist immediately adjacent to some of the existing roadways that would be widened if Alternative 5 were to be implemented. Oak woodlands and riparian areas would be significantly impacted with the widening of Las Virgenes Road (south of Agoura Road), Malibu Canyon Road, Mureau Road, Mulholland Highway, and Calabasas Road, as well as the westerly extension of Calabasas Road. In addition, the grading required to widen some roadways could create significant impacts on existing biological resources even in areas where such resource are not located immediately adjacent to the existing roadway.

VI. UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS

VI. UNAVOIDABLE SIGNIFICANT ADVERSE IMPACTS

The purpose of the General Plan is to guide and manage growth, as well as to balance growth with the need to protect natural resources and maintain the quality of life in the community. For the majority of the impact areas that were studied, the Calabasas General Plan, if fully implemented, would mitigate the significant impacts of anticipated development to below a level of significance. Impacts in the following areas, however, cannot be fully mitigated by the policies and programs contained in the General Plan.

A. TRANSPORTATION

The City of Calabasas is a receptor of regional traffic in addition to traffic that is generated within the City, including traffic from west and east of Calabasas that is heading to or from other parts of Los Angeles and Ventura Counties. Existing traffic and circulation flow conditions are poor along some roadways, especially during peak commute times. The lack of adequate parallel alternate routes is the primary cause for some of this traffic. In addition, the available routes to the Malibu Beach communities and recreation areas from the San Fernando Valley are limited. As a result, regional traffic uses Topanga Canyon Boulevard, Mulholland Drive and Las Virgenes Roads to access the Malibu Beach communities. This traffic (known locally as the "Z" traffic pattern) causes significant deterioration in service levels and intersection capacities along these roadways, due largely from traffic generated outside of the study area boundaries.

Additional growth allowed under the General Plan will increase the number of cars on Calabasas roads. Although Transportation Demand Management strategies, such as vanpools, carpools, modified employment hours, and emphasizing alternative means of transportation, as well as Transportation Systems Management strategies, such as reducing the number of conflict points (e.g., driveways) and coordinated signal timing to make better use of the existing roadway capacity have been included in the General Plan, build out of the proposed General Plan land use map to its maximum intensity will cause the planned roadway system to operate at levels worse than that identified as the General Plan's objectives.

The potential for roadway widening to ease projected traffic congestion conditions was reviewed in detail in the development of the proposed General Plan. Where roadway widening could be accomplished without creating significant impacts on natural resources, the quality of life in existing residential neighborhoods, or the historic character of Old Town, roadway widening was included in the proposed General Plan; however, many of the roadway projects that might achieve General Plan roadway performance objectives, would also result in potentially significant impacts on biological resources, natural landforms, and/or existing residential neighborhoods.

B. AIR QUALITY

The Calabasas planning area is located in a region which does not meet State and federal air quality standards for ozone and other criteria pollutants. The entire South Coast Air Basin is not in attainment for these pollutants. The growth anticipated in the General Plan will contribute more air pollutants to the basin. Several measures contained in the Conservation, Environmental Design, Open Space chapter in the proposed General Plan, under the heading of Air Quality will reduce the emissions normally expected from building and other activities, but these emissions cannot be mitigated entirely. Air pollutants from the Calabasas planning area will incrementally contribute to the existing non-attainment conditions in the South Coast Air Basin.

VII. RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

VII. RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

The implementation of the Calabasas General Plan and its Land Use Plan will result in the potential expansion and/or intensification of urban and rural development of the study area. Development within the City of Calabasas will be consistent with the General Plan. This plan for future development is in large part based on a balance between immediate and short-term considerations versus the long-term options that might be available to future generations.

In general, this balance will result from the commitment of land and other renewable and non-renewable resources, including short-term and long-term use of building materials and fossil fuels. The uses allowed under the General Plan will consume various amounts of these resources. For example, development of currently uncommitted open space lands for households and businesses will result in the consumption of additional water, energy, and fossil fuels, while providing new housing and job opportunities. If the land were left as open space, there would not be an increase in the consumption of water, energy, or fossil fuels; however, additional housing and job opportunities would not be provided. Other long-term effects that are associated with plan implementation include incremental increases in traffic, mobile and stationary air pollutants, noise, aesthetic impacts, and demands on public services and utilities. Therefore, the General Plan becomes a short-term and long-term management plan for these various resources.

A. WATER

The General Plan establishes a long-term commitment of water resources to various land uses. It determines policies as to how particular open lands will be preserved or enhanced, compared to encouraging urban and rural residential uses that may have different consumption patterns. However, to the degree that the General Plan commits land for specific types of uses in specific locations, accurate Master Plans for the provision of infrastructure can be developed to provide adequate service. This contributes to the long-term efficiency of resource use.

The General Plan establishes priorities for beneficial uses, and formulates strategies and programs to be implemented to manage limited resources, especially non-renewable resources. Specific policies in the General Plan also reduce or minimize consumption patterns of various resources through conservation policies and their implementation programs, such as those contained in the Conservation, Environmental Design, Open space chapter of the General Plan.

Although water can be considered a renewable resource, its availability, especially the available supply (and its quality) during periods of drought or peak use, makes it a critical (limiting) resource in planning land uses within Calabasas.

B. BUILDING MATERIALS

Availability of aggregate resources, primarily sand and gravel, and other building material has been identified as a major issue affecting long-term development throughout the State. Aggregate resources are vital to the construction of buildings and infrastructure, which requires concrete, asphalt, sand, riprap, or similar products. Although Southern California is rich in aggregate resources, current estimates on growth in the region may outpace the development of the area's resources. In addition, within the study area boundaries, most of the potential resources occur in areas that are protected in open space, such as in the Santa Monica Mountains National Recreation Area. As development pressures increase, therefore, the need for such resources both in the study area and in surrounding cities will also increase.

C. FOSSIL FUELS

The potential for long-term shortages of fossil fuels such as petroleum products, natural gas, and coal is a well documented local, State, and national issue. As supplies of these resources are consumed, the amount available to future generations is reduced, directly affecting the energy related options available to future generations. As with aggregate resources, use of fossil fuels is based on short-term economic considerations; other sources of energy are relatively more expensive, and thus encourage the use of non-renewable fuels.

D. TRAFFIC

Implementation of the General Plan Land Use Plan will generate additional vehicular trips within the community, causing further deterioration of traffic service levels at several locations within the study area. Some of these locations are considered unacceptable under the existing conditions. A permanent change in land use (including an increase in traffic generation) will worsen traffic service levels in the long term. While traffic improvements and transportation demand management will assist in reducing the long-range effects, the resultant increase in traffic will degrade the traffic service levels when compared with existing levels.

E. AIR QUALITY

An increase in traffic generation and intensification of land uses will result in long-term increases in both mobile and stationary emission increases. These will occur in the long term, and will result in deteriorated air quality conditions. Mitigation requirements, compliance with regional air quality mandates, etc. will assist in reducing the emissions. However, despite those efforts, the long-term air quality conditions will remain degraded, unless and until technology ultimately resolves the long-term air quality concerns.

F. NOISE

With a long-term increase in traffic conditions and land use intensification, the ambient noise environment will, likewise, increase in the long-term over current conditions. While the land use planning and specific noise attenuation policies contained in the proposed General Plan will reduce the noise effects in the long term, there will remain an overall long-term increase in the ambient noise environment, and at specific locations, unless and until technology can resolve long-term noise concerns from specific sources.

G. AESTHETICS

Implementation of the proposed General Plan will have long-term implications on the local aesthetic environment. Because new use and development will be facilitated by the Land Use Plan, the landscape character will change in appearance. These changes will occur for the long term, affecting the views from within and outside of the study area. Adherence to the General Plan concepts will enhance community image through the community vision statements, and will presumably be beneficial to the community.

H. PUBLIC SERVICES AND UTILITIES

Associated with growth and the intensification of existing land uses is the need to provide long-term public services and utility infrastructure. Consequently, there will be a need to permanently augment the public services to the new land uses (or intensified land uses), as well as provide the physical infrastructure improvements required to serve those areas. For public services, the new development/land uses will be required to commit resources that enable those services to continue. Likewise, for public utilities, resources will need to be committed to provide the initial infrastructure capitalization, as well as for long-term maintenance of the infrastructure.

I. CONCLUSION

Within the study area, increased use of fossil fuels will result from temporary construction activities, including use of construction vehicles, and local congestion due to construction activity within public roadways (from increases in traffic congestion). In addition, development within the City will also entail increases in vehicular trips and trip distances, resulting in increased consumption of fossil fuels. Development of added residential and commercial areas will also permanently increase consumption of fossil fuels for heating, air conditioning and power (electricity).

The Calabasas General Plan is intended to balance environmental concerns, demand for infrastructure, and the economic opportunities of the new growth, including defining the best use of land resources, which is expected to continue through the next several decades. It is justified and legally mandated at this time to bring the City into compliance with State law requiring new cities to adopt a General Plan.

VIII. SIGNIFICANT IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES WITH PLAN IMPLEMENTATION

VIII. SIGNIFICANT IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES WITH PLAN IMPLEMENTATION

The preparation, adoption, and subsequent implementation of the City of Calabasas General Plan is intended to guide the City's future. To accomplish this goal, the General Plan may establish trends that may result in irreversible changes that will have a significant cumulative impact on the environment.

In general, these trends result from the establishment of land use designations that encourage specific types of land uses, and through the application of policy that sets the community vision. As build out of the City occurs in a manner consistent with the General Plan, the possibility of revising land use designations is decreased, although increase in development intensity may be possible (such as through General Plan Amendments and redevelopment). Thus, implementation of the General Plan will encourage the orderly establishment of land uses in various areas of the City. This will limit the ability of the City to readily change the course of its future. It should be noted that large portions of the City have already been committed to various forms of development and open space preservation and, therefore, the ***current*** potential to reverse land use designations is limited.

In addition, since increases in the intensity of development (for instance, from rural residential to single family residential) are easier to accomplish than decreases (which may involve removal of existing structures in built out areas), future updates to the General Plan will be limited in their ability to provide expanded areas of lower land use intensities.

Construction activities carried out in accordance with the plan will consume such nonrenewable resources as sand, gravel, and steel, and renewable resources such as water and timber. Energy resources will also be irretrievably committed during construction. As the City continues to grow, residents and businesses will require a further commitment of water and energy resources in the form of natural gas and electricity generated by hydroelectric power, fossil fuel, solar, or nuclear power for utilities. Irreversible commitments of fuels will also be required to support the transportation of people and goods. These commitments will be long-term obligations.

Land is another resource that will be irreversibly committed during the implementation of the General Plan. Build out of the plan represents a commitment to complete the development of specific areas in Calabasas, while permanently protecting other areas. Land committed to urban and rural uses (particularly those with undeveloped land) is unlikely to revert to open space uses, even after the 50 to 75 year lifespan of the physical structures is reached, due to the infrastructure and facilities that will be in place.

The General Plan itself will not require a commitment of resources. The General Plan creates opportunities for the use of land, in a managed and controlled program, which would otherwise be unavailable. However, the alterations to the physical environment that are anticipated to occur under the General Plan will result in an irreversible commitment of resources, including vacant land, construction materials, biological habitat, water, air and energy resources. Implementation of the plan will alter the pattern of development in the study area by modifying specific types of land uses. The land use changes that will be prompted by the General Plan will effectively commit the land to that use, and will reduce the amount of land that is available for other uses. Conversely, the General Plan will also result in commitments of open space and natural resources by the decision makers. Such commitments will preserve and protect sensitive resources from further urban encroachment, and enhance environmental awareness as an important community objective.

The General Plan attempts to balance the various needs of the community, allowing development that is sensitive to the unique environmental characteristics of each potential project site, and protecting significant environmental resources. The plan contains many policies that will limit environmental damage from development. However, these policies will not fully prevent or eliminate environmental impacts, and unavoidable adverse impacts of development may result in a certain amount of irreversible environmental damage that cannot be determined without specific development proposals.

IX. GROWTH-INDUCING IMPACTS OF THE PROPOSED ACTION

IX. GROWTH INDUCING IMPACTS OF THE PROPOSED ACTION

The Calabasas General Plan is intended to allow residential and employment growth, while remaining sensitive to the community's environmental protection and infrastructure provision needs. The implementation of the General Plan and its Land Use Plan will affect the location and intensity of growth in the community. The policy statements, programs and implementing actions will serve to manage growth with the appropriate restrictions. These policies are designed to responsibly manage land use and public service growth, and to avoid land use conflicts that contribute to environmental and socioeconomic impacts. Without a General Plan to serve as a long-term guide, the City would be in conflict with State law requiring General Plan adoption, and future development might occur in a less organized manner.

By its very nature, the City of Calabasas General Plan identifies how growth may occur in the City, and provides a plan to manage that growth in a responsible manner. Thus, in preparing the General Plan document, the City of Calabasas recognizes that some change will occur in the City. It is the purpose of this General Plan to permit growth to occur in the fashion deemed desirable by the City, and to establish measures to mitigate the effects of this growth. In these ways, the Calabasas General Plan will indirectly induce growth in the community.

Implementation of the Calabasas General Plan will permit the construction of appropriate residential, commercial, and mixed use projects within the City that are consistent with the General Plan, resulting in the identified population and employment increases.

Plans for improvements to infrastructure and public services consistent with the General Plan will facilitate growth as identified by the document by eliminating existing or potential constraints on development. Potential growth inducing improvements to infrastructure, although slight, may include the extension of water, sewer, electrical, and natural gas service to new areas or the expansion of capacity in existing service lines; securing supplemental water resources; removal of lands from existing floodplains; and expansion of roadway capacity, allowing further development. Expansion of public services will also remove existing or potential constraints on development, encouraging growth to occur that might not otherwise be possible.

The proposed General Plan and its Land Use Plan will help preserve a substantial amount of remaining open space lands, and propose little significant change from existing development patterns within the City. In addition, the proposed General Plan contains specific goals and objectives to balance the protection of environmental resources with economic expansion. This key concern in the community is intended to place a high value on the environment, not to the exclusion of economic enhancement, but with a cautious approach towards future growth. As a result, the environmental resources will not be compromised in the City, and the rural/suburban lifestyle commonplace in the City will be sustained as the fundamental community character of choice. Therefore, the growth inducing effect of the General Plan will not be significantly adverse. In fact, to the degree that the General Plan provides a framework to implement the goals, objectives and desires of the community, the General Plan can be considered to have a significant beneficial impact on the City in terms of inducing growth.

X. CUMULATIVE IMPACTS

X. CUMULATIVE IMPACTS

Section 15130 of CEQA requires that EIRs include a discussion of the potential cumulative impacts of a proposed project. Cumulative impacts are defined as two or more individual effects that, when considered together, are considerable or that compound or increase other environmental impacts. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the development when added to other closely related past, present, and reasonably foreseeable or probable future developments. Cumulative impacts can result from individually minor, but collectively significant, developments taking place over a period of time.

Earlier sections of this EIR focused on the environmental impacts of growth and change within the Calabasas General Plan study area. However, the City is part of a larger region, which is also growing and changing. This regional growth has broader implications on some of the environmental issues previously discussed. Several efforts are underway to analyze the regional planning issues and policy differences between jurisdictions and agencies with the objective of resolving cumulative impacts at the subregional level. These efforts focus on the Ventura Freeway Corridor planning area, from the westerly boundary of the City of Los Angeles to the Ventura/Los Angeles county line, and from the county line on the north to the limits of the coastal zone on the south[1].

Examples of regional planning in the Calabasas area include the following:

- Eight different public agencies have combined resources to analyze land use and policy differences and produce the Ventura Freeway Corridor Areawide Plan.
- Water quality issues as they affect the Santa Monica Bay are being studied for the Malibu Creek Watershed by the Topanga-Las Virgenes Resource Conservation District and a consortium of affected agencies.
- Several cities have collectively pursued Scenic Highway status from the State of California for the Ventura Freeway, although the proposed designation was eventually turned down by the State.

The analysis presented in this section quantifies specific environmental impacts of cumulative development within the City and its study area. This section attempts to outline the overall environmental effects of regional growth.

[1] The 1976 Coastal Act (Public Resources Code § 33000) established specific land use priorities, planning and development requirements, and review procedures for a specific area along the California coast. To the south of Calabasas, along the Malibu coast, the coastal zone extends five miles from the mean high tide line.

The evaluation of cumulative impacts contained in this portion of the EIR is based upon several factors, including growth projections and data from the 1990 Census. These growth projections are for the period between the years 1990 and 2010; more long-term growth projections are generally unavailable and would be so speculative that their value in forecasting environmental impacts is questionable. Such analysis is in compliance with CEQA Guidelines Sections 15130(B), which permits, a "summary of projections contained in an adopted general plan or related planning document which is designed to evaluate regional or area-wide conditions..." and 15130(b)(3), which requires a "reasonable analysis of the cumulative impacts..." The areawide or subregional setting analyzed within this document will consist of the four incorporated cities and unincorporated Los Angeles County land within the Ventura Corridor planning area.

In this section, where possible, the level of the cumulative impacts is quantitatively evaluated using the generation factors presented earlier in the alternatives analysis section. In some areas (e.g., natural resources), a quantitative calculation is not possible, and the level of cumulative impact is evaluated qualitatively.

A. CUMULATIVE IMPACT AREA

For purposes of this EIR, the cumulative impact area is defined as the boundaries of the Ventura Freeway Corridor Areawide Plan (see Figure X-1). Listed in Table X-1 are the projected growth and yearly average increases for employment opportunities, housing units, and population increases within the cumulative impact area.

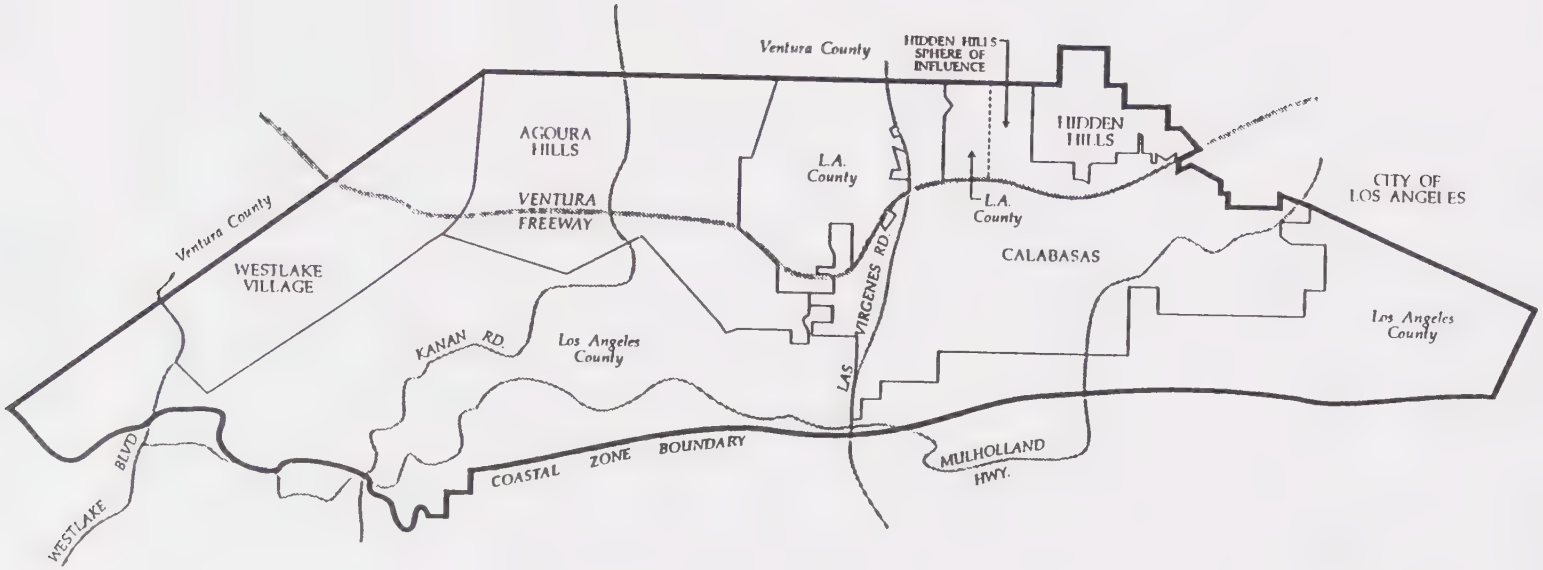
Table X-1
Calabasas Cumulative Impact Area Growth Forecast

	1990	2010	Growth Increase (1990-2010)	Average Annual Increase
Population	52,040	74,083	22,043	1,102
Households	18,662	29,330	10,668	533
Employment	34,017	44,494	10,477	524

Source: Southern California Association of Governments, Planning Network.

From these overall projections, the following conclusions regarding SCAG's view of the Corridor's future can be reached:

- Population per household will decrease significantly from 2.79 to 2.53, meaning that there will be fewer children per household in the future than there are today. Thus, if this decrease in the number of children per households does, in fact occurs, impacts on schools will be less than that



CITY *of* CALABASAS

GENERAL PLAN

FIGURE X-1

CUMULATIVE IMPACT AREA

LEGEND

STUDY AREA BOUNDARY

CITY LIMIT BOUNDARY

PLANNING NETWORK
- *LSA Associates*
- *Urban Research Associates*
- *Urban Design Studio*

NORTH

identified in this document. In addition, impacts on water, sewer, and other public services and facilities will be less than identified in this document.

- Although the rate of employment increase is projected to be less than that of household and population increases, the Ventura Freeway Corridor area will still exhibit a jobs/housing ratio (1.63) that is greater than the theoretical balance (1.21). Thus, SCAG projects that the Ventura Freeway Corridor area will continue to be "jobs rich."

- Population growth through the turn of the century is expected to be flat (12.7 percent). Population growth between 2000 and 2010 (15,431) is projected by SCAG to be more than two times greater than growth during 1990-2000 (6,612). By comparison, SCAG projects that employment growth will be steady over the same 20 year period. Employment is projected to increase by 5,465 (16.1 percent) between 1990 and 2000, and by 5,012 (12.7 percent) between 2000 and 2010.

It is important to note that SCAG's projections are based on socioeconomic models, and do not necessarily take land availability into account. Within the Ventura Freeway Corridor area, the following anomalies in SCAG projections can be identified:

- SCAG's projected 2010 population for Agoura Hills (25,781) exceeds the City's projected General Plan build out (23,389). The number of *households* (8,160) projected by SCAG for the year 2010 exceeds the General Plan's residential build out (7,309 dwelling units). Thus, assuming a six percent vacancy rate, SCAG projections suggest that, by 2010, there will be approximately 1,370 more dwelling units in Agoura Hills than could be built according to the City's General Plan.

- Similarly, but less dramatically, SCAG's projected year 2010 population for Calabasas (27,968) exceeds the build out projection of the City's Draft General Plan (26,607). SCAG's projected household count for 2010 (10,286) also exceeds the City's maximum dwelling unit count at build out (10,197). Thus, assuming a six percent vacancy rate (which is considered to be a sign of a healthy housing market), SCAG projections suggest that, by 2010, there will be approximately 701 more households in Calabasas than there will be available dwelling units.

- Table 4 of the Westlake Village General Plan identifies a potential *maximum* residential increase of 990 dwelling units. By comparison, SCAG projects an increase of 1,250 households. Thus, assuming a six percent vacancy rate, SCAG projections suggest that, by 2010, there will be approximately 348 more dwelling units in Westlake Village than could be built under maximum intensity conditions according to the City's General Plan.

- Although there are still vacant properties within the City of Hidden Hills, SCAG projects that the number of households in that city will *decrease*

through the year 2000, and increase thereafter to show a net increase of only one household between 1990 and 2010.

B. CUMULATIVE IMPACTS ANALYSIS

The magnitude of the impacts that will result from development of the area described above, where quantifiable, are indicated in Table X-2, Calabasas Cumulative Impact Area Impact Calculations Year 2010.

Appropriate measures applied by each of the individual cities, the County, special districts and State and federal agencies in the cumulative area can mitigate most of the impacts to a level of insignificance. This approach is being pursued by the subregional planning efforts previously mentioned.

Such mitigation may consist of, but is not limited to, the implementation of measures to ensure an adequate housing mix, to provide adequate infrastructure, facilities, and services, and to protect citizens against environmental hazards such as seismic events, floods, and noise. Specific policy considerations could also be directed towards protecting the area's remaining environmental resources, including sensitive biological species, biological habitat, and wildlife movement corridors. Similarly, preservation of open space resources will assist in protecting the area's unique cultural resources from the historic and pre-historic occupation of the region. Impacts that can be mitigated to below a level of significance are indicated in Table X-3, Significance of Cumulative Impacts.

Only two impacts are considered to be significantly adverse at a cumulative level: circulation and air quality. In each of these cases, the imposition of all mitigation measures will not reduce the level of impacts to insignificance; for example, the amount of traffic on the regional circulation system will likely continue to exceed acceptable levels of service. Similarly, the entire cumulative impact area is currently experiencing poor air quality, and even if all of the targets in the 1991 Air Quality Management Plan (Update) are met, the State standards for ozone and PM_{10} will not be achieved until after 2010.

The traffic analysis prepared for the General Plan (see Appendix B) addresses cumulative conditions, including traffic from existing, committed, and potential future development within the Calabasas General Plan study area, as well as through traffic having neither an origin nor destination within the study area. In addition, Table H of the traffic study identifies the impact of the proposed Ahmanson Ranch project. As noted in Section IV-I of this EIR, the General Plan's Transportation Element proposes that neither Las Virgenes Road nor Thousand Oaks Boulevard be extended north to the County line to connect to proposed roadways serving the Ahmanson Ranch project. Even without such connections, roadways in the northwestern portion of the Calabasas General Plan Study area are projected to carry substantial traffic volumes and run near their planned capacity. However, as also noted in Section IV-I of this EIR, the Ahmanson Ranch developer owns access easements which could be used to connect the Ahmanson Ranch to Mureau Road in lieu of using Las Virgenes Road and Thousand Oaks Boulevard. Thus, the impacts of Ahmanson Ranch traffic are addressed in Section IV-I of this document.

Table X-2
Calabasas Cumulative Impact Area
Impact Calculations Year 2010

	Calabasas General Plan Impacts[1]	Cumulative Impact Area Impacts[2,3]
Housing	12,240	31,106
Population	32,438	74,621
Employment	17,625	44,494
Water Consumption (gallons per day)	12.5 million	26.2 million
Waste Water Generation (gallons per day)	5.2 million	8.7 million
Solid Waste (tons per day)	83.8	174.8
Electrical Demand (Kwh per day)	0.57 million	1.36 million
Natural Gas Demand (cubic feet per day)	3.1 million	6.7 million

Source: LSA Associates, Inc., 1994.

1 Based upon General Plan build out.

2 Growth projections provided by LSA in conjunction with the Ventura Freeway Corridor Areawide Plan

3 All impact calculations have been performed using the generation rates indicated in Tables IV-29 through IV-32 of this EIR.

Table X-3
Significance of Cumulative Impacts

Issue	Insignificant	Significant but Mitigatable	Significant and Adverse
Population	X		
Housing	X		
Land Use		X	
Transportation			X
Educational Facilities		X	
Recreation		X	
Light and Glare	X		
Aesthetics		X	
Utilities		X	
Public Services		X	
Open Space		X	
Air Quality			X
Animal Life		X	
Plant Life		X	
Energy		X	
Water Resources		X	
Natural Resources	X		
Cultural Resources		X	
Earth Resources		X	
Water Resources		X	
Noise		X	
Human Health	X		
Risk of Upset	X		

Source: LSA Associates, Inc., 1994

XI. ORGANIZATION AND REFERENCES

XI. ORGANIZATION AND REFERENCES

A. PREPARERS OF THE EIR

Lead Agency

City of Calabasas

Planning/Environmental Consultant

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B. REFERENCES

California Environmental Quality Act (CEQA) Law and Guidelines, 1986, State of California Office of Planning and Research.

LSA Associates, Inc., *Calabasas Draft General Plan: Agenda for the 21st Century*, September 1994.

Planning Network, *Calabasas Draft General Plan: Agenda for the 21st Century*, January 1994.

Planning Network, *Calabasas Community Profile Report*, 1993.

APPENDICES

September 6, 1995

APPENDIX A.
NOTICE OF PREPARATION, INITIAL STUDY CHECKLIST

NOP Distribution List

SCH# 93101039

S = sent by lead agency

X = sent by SCH

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November 23, 1993

Steve Craig
Community Development Department
26135 Mureau Road
Calabasas, CA 91302

Subject: Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for a Proposed Comprehensive General Plan, Los Angeles County.

Dear Mr. Craig:

Project Description:

The City of Calabasas Community Development Department will prepare a Draft Environmental Report (DEIR) for the City of Calabasas' first comprehensive General Plan. The City of Calabasas was incorporated due to competing interests regarding the need to protect natural and environmental resources versus the pressure to develop remaining open space resources. After considerable public involvement and participation, a Draft General Plan has evolved which seeks to provide compromises for future development opportunities, without sacrificing environmental quality or the desire to maintain the rural or non-urban character pursued by the City founders. In addition, one of the fundamental objectives for preparing the General Plan is to meet the requirements of State planning law to ensure continued control of land use issues.

Prior to the City's incorporation, the County of Los Angeles controlled the land use decisions in the Calabasas area by utilizing the County's adopted land use plan. Through the General Plan process, the City of Calabasas will adopt a land use plan for the City and study area reflecting community desires that will guide future decisions on land use type, distribution, character and intensity.

California Integrated Waste Management Board (CIWMB) staff have reviewed the NOP for the proposed DEIR cited above. In consideration of the California Environmental Quality Act (CEQA), Section 15205(c) CIWMB staff will focus the following comments on specific issues involving waste generation and disposal, especially those issues resulting from new development, build out, and demolition projects.

In order to help decision-makers 1) identify potential impacts from construction/demolition projects, 2) determine whether any such impacts are significant, and 3) ascertain whether significant impacts can be mitigated to a level of insignificance, CIWMB staff request that the DEIR for the General Plan include the following information:

A.) Identification of the final disposal site(s) for any proposed project's anticipated waste generation, both during construction phases and after project implementation, including, potential alternative methods for disposal (i.e. shredding of wood for hog fuel, composting of wood waste for beneficial reuse, agricultural amendment of sludge to land, etc.).

B.) Identification of the anticipated types of solid waste (i.e. wood waste, concrete, metal, municipal solid waste, etc.) and estimated quantities of these wastes to be disposed; both during construction phases and at projects completion, including additional sludge from the wastewater treatment plant servicing the projects, and mitigation(s) in the event that some of the waste generated by the projects are determined to be hazardous.

C.) Identification of the potential impacts of these quantities on the permitted average and peak daily tonnages of the intended disposal site(s). Including the calculated impact upon the landfill's remaining capacity and associated site-life if quantities are determined to be significant.

D.) Identify any past or present areas of permitted or unpermitted landfilling and/or dumping within the incorporated area of Calabasas, including those at any proposed project, and how these areas will be remediated/mitigated.

Development projects may increase the amount of waste being sent to landfills. CIWMB staff suggest that the following measures be incorporated into the project and considered in the DEIR for the General Plan:

A.) Implementation of a City wide recycling program which will serve residential areas, commercial complexes, industrial facilities and construction/demolition sites.

B.) Provide information to existing and incoming residents, businesses and industrial facilities about the recycling services in the project area (i.e. office paper pick-up, cardboard pick-up, etc.). Identify buy-back/recycling centers and possible markets for recyclables in the General Plan area. Inform existing and incoming residents, businesses and industrial facilities as well as construction workers on construction/demolition projects of the need to

recycle aluminum, glass, metal, paper, cardboard, plastic, tin cans, and other materials to the maximum extent feasible.

C.) Inform the developers of areas within the General Plan of the benefits of utilizing products made from recycled materials in construction of project structures.

D.) Promote the use of insulation and other products made of recycled materials in the construction of proposed development structures.

E.) Promote the inclusion of a recycle storage areas into the design of proposed project structures (i.e. storage receptacles for recyclable materials generated by residents and employees).

F) Develop a composting program to recycle grass clippings and greenwaste from the City's landscapes to be used as soil amendments and mulches for landscape maintenance and water conservation.

Thank you for the opportunity to review and comment on this project in the early planning phases. CIWMB staff ask that you keep the Board apprised of solid waste generation, disposal, and source reduction/recycling issues associated with the planned development of the DEIR for the City of Calabasas' General Plan.

For assistance with local planning issues concerning compliance with AB 939 requirements, please contact Judith Friedman at (916) 255-2302 of the CIWMB's Office of Local Assistance; or if you have any questions regarding these comments or would like additional assistance from CIWMB staff, please contact me at (916) 255-2370.

Sincerely,



Vincent Paul, Associate Waste Management Specialist
Environmental Review Section
Permitting and Enforcement Division

cc: State Clearinghouse

WASTEWATER RECLAMATION
SOLID WASTE MANAGEMENT

COUNTY SANITATION DISTRICTS
OF LOS ANGELES COUNTY

5 Workman Mill Road, Whittier, CA 90601-1400
iling Address: P.O. Box 4998, Whittier, CA 90607-4998
ephone: (310) 699-7411, FAX: (310) 695-6139

CHARLES W. CARRY
Chief Engineer and General Manager

October 26, 1993
File No. 31R-106.10

Mr. Steve Craig, Environmental Coordinator
City of Calabasas
Community Development Department
26135 Mureau Road
Calabasas, CA 91302

Dear Mr. Craig:

Draft Environmental Impact Report
Proposed Comprehensive General Plan

This letter is in response to the "Notice of Preparation of a Draft Environmental Impact Report for a Proposed Comprehensive General Plan. The Sanitation Districts' comments regarding solid waste management are as follows.

The County of Los Angeles is facing a serious disposal crisis, both in terms of the daily capacity and long term disposal capacity available, that requires every effort to minimize the amount of wastes generated. When new development projects are located in the wasteshed of a landfill, the wastes generated from these projects may accelerate the closure of the landfill, or displace wastes already coming to the landfill and cause a more distant disposal site to be used.

As noted in the Initial Environmental Study, the solid waste section of the Draft Environmental Impact Report should address solid waste management with reference to the use and proximity of the Calabasas Landfill, the potential impact of the project on landfill capacity, and the City's programs to comply with State mandated waste reduction objectives. The aesthetics section of the Draft Environmental Impact Report should include reference to the fact that the Calabasas Landfill may be visible from future developments.

The Calabasas Landfill is a state-of-the-art facility which employs a comprehensive environmental protection and monitoring program, as well as mitigation measures to minimize impacts from the landfill. A fact sheet regarding the site is attached.

If you have any questions regarding these comments please contact Lory E. Rising at (310) 699-7411 ext. 2464.

Very truly yours,

Charles W. Carry

Lory E. Rising
Project Engineer
Solid Waste Management Department

LER:lac

Recycled Paper

COUNTY OF LOS ANGELES ▪ DEPARTMENT OF HEALTH SERVICES
PUBLIC HEALTH PROGRAMS AND SERVICES
ENVIRONMENTAL HEALTH/HEALTH FACILITIES
BUREAU OF ENVIRONMENTAL PROTECTION
2525 Corporate Pl. Room 150, Monterey Park, CA 91754-7631 ▪ (213) 881-4011

October 29, 1993

Steve Craig
Environmental Coordinator
City of Calabasas
26135 Mureau Road
Calabasas, California 91302

Dear Mr. Craig:

This is in response to your October 1, 1993 Notice of Preparation of a Draft Environmental Impact Report for the Proposed Comprehensive General Plan for the City of Calabasas.

This Bureau has reviewed the Initial Environmental Study and submits the following comments:

- The DEIR should address the impact of the General Plan on solid waste disposal facilities and haulers. The DEIR should thoroughly discuss source reduction and recycling in order to meet the requirements of the California Integrated Waste Management Act.

- The DEIR should address the impact on the public water supply system (Las Virgenes Municipal Water District). The proposed use(s) of reclaimed water should also be thoroughly discussed. This discussion should include all methods to be employed to prevent the contamination of the public water supply by reclaimed water through the prevention of cross connections.

- The DEIR should thoroughly address sewage disposal. If any development utilizing on-site sewage disposal is contemplated, the discussion should include impacts on groundwater, soil conditions and minimum lot size.

- The DEIR should address the impact of surface runoff relative to the effects on surf-zone ocean water quality at the point of discharge from the creeks or storm drain channels.

We would appreciate the opportunity to review the DEIR when it is completed. If you have any questions, please let me know.

Very truly yours,

Jack Petralia
Director of Environmental Protection

J:eir\calabasa.pln



Angeles County
Metropolitan
Transportation
Authority

outh Main Street
Los Angeles, CA
90013-1393

213.972.6000

November 2, 1993

Mr. Steve Craig
Environmental Coordinator
Community Development Department
City of Calabasas
26135 Mureau Road
Calabasas, CA 91302

Dear Mr. Craig:

Re: Notice of Preparation of a Draft Environmental Impact Report for the City of Calabasas' Comprehensive General Plan

The Los Angeles County Metropolitan Transportation Authority (MTA) appreciates the opportunity to comment on the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the proposed General Plan for the City of Calabasas.

General Comments

As a regional transportation planning and operating agency, MTA subscribes to the idea of reducing public dependence on the personal automobile through land use planning, project design standards and traffic mitigation strategies which encourage the use of such transportation alternatives to the single-occupant automobile as transit, ridesharing, biking and walking.

We also believe that ultimately, the solution to the regional traffic problem lies not in expanding roadways, but in diverting additional trips to higher capacity modes and avoiding as many vehicle trips as possible.

The development of the General Plan and the environmental review process provide excellent opportunities to institute an innovative and city-wide traffic mitigation program consistent with the current efforts of the South Coast Air Quality Management District and Los Angeles County's Congestion Management Program to reduce auto trips.

Specific Comments

1. **Conduct a traffic study for the proposed project, including mode split analysis**

   We strongly recommend that a detailed traffic study, including mode split analysis, be conducted as part of the environmental impact review for this project. The traffic study should estimate the proportion of the City's projected average daily trips (ADT) that would be diverted to modes other than the single occupant automobile through Transportation Demand Management (TDM) Measures. It should also provide the expected breakdown by mode (e.g. carpool, transit, etc.), of the projected ADT.

2. **The DEIR should include traffic impact mitigation measures designed to encourage the use of alternative transportation modes.**

   MTA recommends the following measures, among others:

   - Encourage the formation and support of Transportation Management Associations (TMAs) and require major employers in the City to coordinate their TDM activities through a TMA.

   - Institute a development standards review policy which would provide the opportunity to review individual projects in the City for their traffic impacts and compatibility with transit, rideshare, biking and walking. It would also provide incentives such as density bonuses, reduced parking requirements, or traffic mitigation fees (see attached, "*A Transit Based Approach to Land use Design*").

   - Create a pedestrian-friendly environment. Convenient pedestrian access, including wide and well-illuminated sidewalks tends to encourage pedestrian activity and promote a sense of security for transit patrons.

   - Provide convenient transit amenities such as covered bus shelters set back from the street with benches and adequate lighting.

   - Provide bike paths.

3. Consider a City-wide economic parking management program and reduce the number of required parking spaces.

The City should consider instituting an economic parking management program as a traffic impact mitigation measure. Economic parking management should be considered an important aspect of an effective traffic mitigation program, because the ample availability of free parking, especially in suburban communities like Calabasas tends to encourage dependence on the personal automobile. A recent case study of suburban office parking in Southern California, sponsored by the U.S. Department of Transportation, indicates that there is an oversupply of parking at most suburban worksites (see attached *Executive Summary of "Suburban Parking Economics and Policy"*).

Economic parking management differs from traditional parking management in that, while traditional parking management tends to ask the questions Is there enough? Is it convenient? Is it free?, economic parking management views the space used for parking as a limited economic resource. Thus, it seeks to make the most efficient use of space by making explicit the full cost of parking and limiting supply. Under traditional parking management parking is oversupplied and underpriced. Examples of economic parking management strategies are "cash out", consolidated and shared parking, and maximum limits on parking.

The City should consider setting maximum limits on the number of parking spaces instead of the conventional practice of requiring a minimum number of spaces. The number of required parking spaces could be linked to a developer's TDM efforts by reducing the number of required spaces for developers who commit to a strong TDM program.

4. Consider establishing Transit Corridor Districts to cluster transit-oriented land uses and mixed-use development.

As part of the overall strategy to reduce vehicle trips and promote the use of alternative transportation modes, the City should consider establishing Transit Corridor Districts (TCDs). TCDs separate transit- and auto-oriented land uses and concentrate transit-oriented land uses along designated transit corridors. Examples of transit-oriented uses include High Density Residential, Retirement Community, Schools, Hospitals, and Park-and-Ride lots. TCDs also facilitate the siting of mixed-use and other high-intensity developments.

Clustering development would not only encourage transit use but would also make it easier to achieve the objectives of the General Plan's Open Space/Conservation element.

5. The DEIR should address Congestion Management Program requirements.

The Congestion Management Program (CMP) for Los Angeles County was adopted in November, 1992. One element of CMP legislation requires that local agencies adopt a program to analyze the impact of land use decisions on the CMP regional highway system. This analysis is to be accomplished in conjunction with the preparation of EIRs. The CMP requires EIRs to address several key issues. The Transportation Impact Analysis (TIA) guidelines contained in the adopted CMP (Appendix D) provide the specific requirements for this EIR analysis.

In general, the TIA guidelines contained in the CMP require that EIR's provide:

- An examination of the affected geographic area as defined in the TIA guidelines;
- Documentation and estimation of background traffic conditions as described in the TIA guidelines;
- Estimates of proposed project traffic generation;
- Projections of trip distribution patterns consistent with the TIA procedures;
- Project impact analysis;
- Identification and evaluation of mitigation measures for significant identified impacts on the CMP system, including fair share cost estimates; and
- Coordination with transit operators to ensure that anticipated demand generated by the project can be accommodated. Worksheets intended to facilitate this discussion are contained in the TIA guidelines.

We do recommend that for an EIR of this type (i.e. a program EIR) where the nature of the proposed land uses may not be fully defined, that the level of detail in the TIA guidelines be adjusted accordingly. Specifically, where the project definition is insufficient for meaningful intersection level of service analysis, CMP link analysis of an equivalent study area should be substituted. The resulting study area should be the same as that indicated in the TIA guidelines, with emphasis on evaluation of the impact of the project on broader arterial segments rather than on specific intersections.

6. **The DEIR should provide information on all transit facilities and services serving the project area.**

The MTA is willing to cooperate with the City of Calabasas on any transportation related aspects of the project. We look forward to receiving the DEIR when it becomes available. If you need additional information, please contact Renee Berlin, Director, San Fernando Valley/North County Area Team, at (213) 244-6863.

Sincerely,

Patricia V. McLaughlin
Deputy Executive Officer for Multimodal Planning

Attachments

cc:Renee Berlin, MTA
Kendra Morries, MTA (CMP)

A TRANSIT BASED APPROACH TO LAND USE DESIGN

EDWARD BEIMBORN, HARVEY RABINOWITZ,
CHARLES MROTEK, PETER GUGLIOTTA, AND
SHUMING YAN

CENTER FOR URBAN TRANSPORTATION STUDIES
AND THE
SCHOOL OF ARCHITECTURE AND URBAN PLANNING
UNIVERSITY OF WISCONSIN, MILWAUKEE
AUGUST, 1991

INTRODUCTION

Suburban areas have evolved into a unique life style and pattern over the last fifty years. Wide scale availability of automobiles and the mobility they provide has led to a dispersal of activities and trip making. Employment and commercial activity has grown along with housing and recreation to lead to complicated trip patterns and increasing congestion of local streets and arterials. Activity centers and trip generators are poorly tied to each other and totally depend upon the automobile for access. Little if any concern has been made for pedestrian or bicycle movement or for the provision of public transit in land use decisions. Most work on the problem of transit in suburban areas to date has concentrated on the development of new methods of operation or administration of public transit services in suburban areas. Demonstration projects have been attempted and new services have been offered with the hope of finding a "magic" transit solution to suburban travel problems. While these efforts certainly have merit they tend to ignore the underlying land use planning and design issues that are the root of many of these problems.

Recent efforts to rethink suburban land use[1] provides new directions for suburban planning and design. Early work in the 1960's by Teska[2] defined a concept of high accessibility corridors which would integrate highway, transit and land use development. Beginning in the early 1980s, proposals for innovative physical design solutions to address suburban problems in high growth areas were initiated. These included development of the Neo-traditional Neighborhood Design[3] concept led by the architectural firm of Duany/Plater-Zyberk and the Pedestrian Pocket/transit oriented development concepts as advanced by Calthorpe and Associates[4]. Both of these concepts move towards higher density, mixed use development with an emphasis on pedestrian movement. By the late 1980s, a few developments based on these solutions were under construction. Many of these developments reflect projects done fifty or even 100 years earlier. These precedents included a pedestrian-oriented environment, conservation of the landscape, significant amenities, higher densities, and often provided mass-transit opportunities as well. Innovative

[1]Rabinowitz, Beimborn, Mrotek, Yan and Gugliotta, "The New Suburb: Analysis and Trends," prepared for Office of University Research, Urban Mass Transportation Administration, and reprinted by Office of Technology Sharing, U.S. DOT, July, 1991.

[2]Teska, Robert B., "High Accessibility Corridors in Metropolitan Areas," Barton-Aschman letter, September, 1971; also "Social, Economic and Environmental Aspects of a System of High Accessibility Corridors," Highway Research Record 356, 1971.

[3]"Livable Suburbs, The Neo-Traditional Model, An Alternative to Suburban Sprawl." Presented at the Eighth International Conference on Making Cities Livable, Siena, Italy, June 26-30, 1990.

[4]Calthorpe, Peter, Harrison Fraker, Mark Mack, Don Prowler, David Sellers, Bob Small, and Dan Solomon. *The Pedestrian Pocket Book: A New Suburban Design Strategy*, Doug Delbaugh (ed.), Pub Princeton Architectural Press in Association with the University of Washington, 1989.

Elements of Successful Transit

To look at a land use design from a transit perspective requires a clear understanding of what is necessary for transit to successfully compete with the automobile in terms of access, convenience, and comfort. A land use pattern based on transit should use the following principles:

"The driving force in decisions regarding planning, location, design, frequency, operation and maintenance of public transit should be to respond to customer needs."

1) Market Orientation. Transit services should be operated from a market based, user-oriented point of view. The driving force in decisions regarding the planning, location, design, frequency, operation and maintenance of public transit and associated land uses should be to respond to customer needs. Transit can be successful in attracting a significant number of users from the automobile if it provides a user-oriented service. User-oriented transit operates directly between passengers' origins and destinations without transfer, on a convenient schedule, and at a price which is competitive with the automobile. Transit stops and building entrances should be located to minimize walking and there should be clear pathways that connect activity centers and transit services. Transit services should also provide a high level of amenities and services and clean, attractive vehicles where passengers feel a sense of security, comfort, and safety. Under such conditions, and with the use of appropriate land use patterns, transit will be successful and provide a meaningful alternative to the automobile.

2) A Land Use Pattern with Concentrated Trip Ends. Transit requires an adequate market size to be successful. There needs to be a concentration of trip ends along the transit service. Appropriate land uses generate and attract trips. Those activities which most relate to transit should be located as closely as possible to transit stops. Furthermore they should be concentrated to create a number of high volume destinations in order to support a high level of transit service.

3) A Quality Access System. Access to public transit by pedestrians, bicyclists and automobile users should be convenient, safe and direct. All transit trips begin as pedestrian trips and end as pedestrian trips. Pathways should be provided which minimize distances to points of activity, minimize perceived security hazards, provide an interesting bicycling and walking experience, provide attractive waiting environments and incorporate land uses and services that support pedestrians and bicyclists.

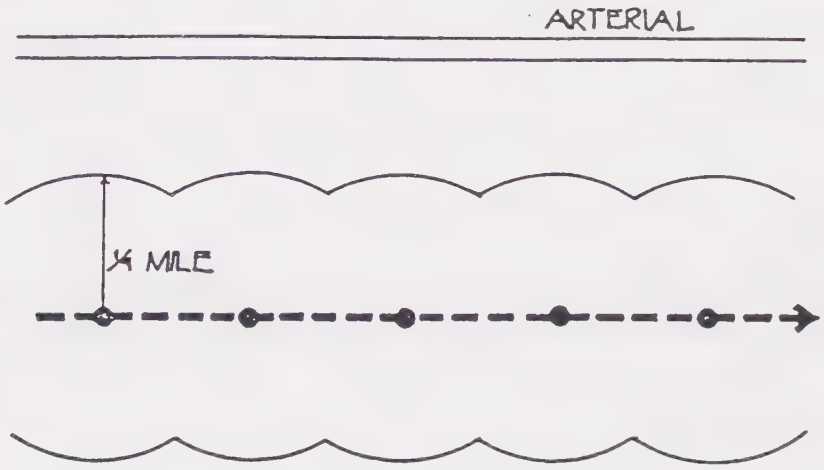
"All transit trips begin as pedestrian trips and end as pedestrian trips."

where public transit, walking and bicycles are to play a major role in providing mobility. Transit Corridors Districts would serve as prime locations of transit-oriented land uses and as a means of creating an environment where mobility is provided by non-automotive means. Transit Corridor Districts could be segments of existing arterial streets, but would ideally be separated from arterial highway corridors by a distance of at least 1/4 to 1/2 mile. These corridors would be protected through zoning actions and by the careful placement of periodic closures to non-transit traffic -- to avoid excessive automobile usage. Technological flexibility should be provided in the design of transit corridor districts. Corridors for transit would likely by operated with buses at early stages of development, but they should be designed to be easily upgraded to light rail transit or other technological options in the future. The critical feature is that there is a concentrated land use pattern and pedestrian/bicycle access system that supports transit and is served by transit.

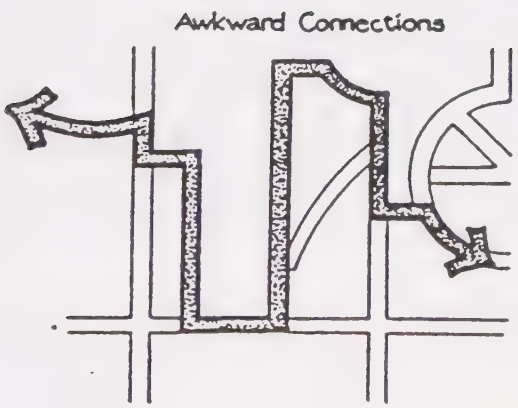
Separation of transit service from conventional auto-oriented arterials is attractive since conventional arterials in the suburbs are seldom suited to transit service. Suburban arterials are typically lined with strip commercial developments which are normally set far back from the roadway, and have little if any pedestrian facilities that can connect them to transit. Land uses along suburban arterials are also often inappropriate for transit use. Auto oriented uses such as lumber yards, garden centers, drive-in banks, auto dealers, fast food drive-through restaurants, funeral homes, and the like, which predominate along suburban arterials are intermixed with land uses that related to transit. On the other hand, those land uses which relate strongly to transit such as housing, office buildings, educational facilities, retail buildings and factories are often separated from the arterials which have the transit service. Thus the separation of transit corridors from highway/arterial routes and the location of land uses appropriate to each of these modes can create a more efficient and convenient overall system.

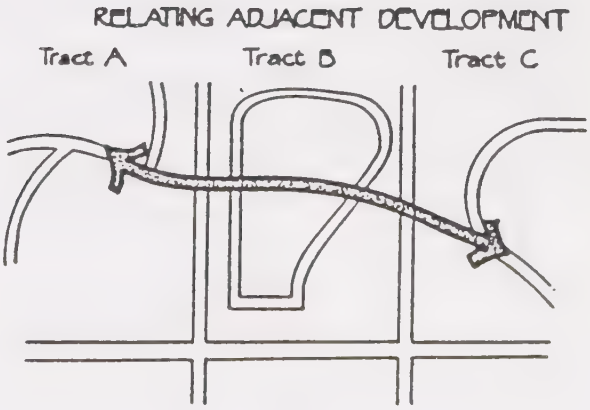
> *" . . . a concentrated land use pattern and pedestrian/bicycle access system that supports transit and is served by transit."*

Transit service which is not located next to arterial routes faces a different problem in conventional areas. Typical suburban streets often follow a curvilinear pattern with little opportunity for through routing. In addition, adjoining subdivisions may have non-aligned streets or complete boundary separations. In this situation transit vehicles are required to make frequent turns and may need to 'backtrack' in order to provide service within a reasonable distance of homes or places of work. This results in lower operating speeds, additional noise and pollution as vehicles negotiate their way through a maze of suburban streets. Lower speeds and indirect routing also result in a lower level of service relative to the automobile and, in turn, lower levels of demand. In addition, operation in suburban residential areas can result in complaints by residents because of noise, emissions and



Separation of Auto and Transit Oriented Land Uses





Provide Direct Routing Between Parcels

Table 1: Transit Sensitive Land Use Design Guidelines (continued)

District Level Guidelines

Land Use Design

Designate type and location of transit

Provide mixed land use including housing, office, retail, light industrial and recreational uses

Relate design to market

Provide variety within the district

Land use density gradient

Utilize appropriate land use adjacencies

Provide recreational opportunities and amenities

Accommodate multiple developers and development patterns

Relate the design and connections of adjacent developments across 'seams'

Parking density gradient

Develop a program to encourage shared parking facilities

Minimize the distance between building entrances and transit stops; provide logical connections between buildings and transit

Building location and design should be sensitive to transit-generated noise and views

Access Systems

Pedestrian/bicycle pathway system

Provide for safe, convenient pedestrian circulation

Promote bicycle access through high quality pathways and secure storage systems

Provide for feeder bus and auto access points

Transit Services

Technological and infrastructure flexibility

Provide for high level geometric design of transit corridors

Provide for handicapped access

Provide for passenger safety and security

Provide regular maintenance at transit stops

Separate transit-oriented and auto-oriented land uses.

A key element in the design of transit-sensitive suburban land uses is to spatially separate activities which are highly related to the automobile from those which are related to public transit. Certain activities are distinctly auto-dependent -- it is difficult to perform them using transit. These are activities that require transporting large objects, that require multiple stops, or that take place in evenings or weekends. Examples include purchases at a lumberyard, collecting a group of children and taking them to a soccer practice, or going out for dinner and a movie. Activities conducive to the use of public transit include those that occur with some regularity and with a direct origin-destination pattern.

"A key element in the design of transit sensitive suburban land uses is to spatially separate activities which are highly related to the automobile from those which are related to public transit."

To maximize the potential for the use of public transit and to alleviate suburban traffic problems, there should be a separation of land uses based on their associated traffic modes. Ideally, parallel corridors would be developed, one primarily for the automobile and its associated land uses, and one for transit and its related land uses. Land uses oriented to the automobile -- car dealers, large package retail shopping, low density housing, motels, car-oriented food franchises, large plot outdoor recreation, etc. -- should be located along highway corridors. Land uses oriented to transit -- high density residential developments, office buildings, schools, facilities for the elderly and some retail -- should be located along a transit corridor. Within the corridor a mixture of building types and the proximity of building types would also encourage pedestrian access. Concentrated locations of educational facilities, office buildings, shopping and housing would reduce the amount of transportation required -- whether by auto or public transit.[9]

[9]See guide to auto/transit land use in Appendix A of *The New Suburb: Guidelines for Transit Sensitive Suburban Land Use Design*, by Rabinowitz, Beimborn, Gugliotta, Mrotek, and Yan, prepared for Office of University Research, Urban Mass Transportation Administration, July 1991; also The Snohomish County Transportation Authority, *A Guide to Land Use and Public Transportation for Snohomish County*, SNO-TRAN, December 1989, reprinted by Office of Technology Sharing, U.S. DOT, p. 3-8.

Predesignate a future system of transit corridors.

A transit-sensitive solution to land use in the suburbs must be part of an overall metropolitan or regional transportation plan. A transportation corridor must be linked to heavily concentrated locations, such as the central business district or existing major employment areas and suburban activity centers.

An important element in making the concept feasible is to predesignate corridors for transit service and for the location of transit-oriented land uses. Early location and designation of the corridors is essential so that subsequent land use decisions can be made with a commitment to future transportation services. This will enable communities to separate auto-oriented land uses from transit-oriented land uses and to locate them in relation to the proper mode. Failure to do so will result in an inappropriate levels of density, a separation of trip generators, and poor pedestrian access that would likely minimize the chances of successful transit services.

"Early location and designation of the corridor is essential so that subsequent land use decisions can be made with an understanding of future transportation services."

Transit-sensitive districts can be ideally accomplished by a physical separation of transit services from primary auto-oriented arterials. Transit services should be at least 1/4 mile away from the parallel arterial and should provide opportunities, through zoning, for development of land uses, population sizes and densities that relate to transit.

It is vital to establish the basic Transit Corridor District locations prior to most development activity. The most effective corridors will be initiated in undeveloped areas. The success of the corridor relies on the ability to integrate a pattern of land uses that are compatible with transit, as well as the internal design of each individual site. The use of transit-sensitive design guidelines from the beginning of the development process can accelerate corridor success.

"The success of the corridor relies on the ability to integrate a pattern of land uses that are compatible with transit, as well as the internal design of each individual site."

Where potential transit corridor locations contain some existing development, reasonable efforts should be made to incorporate these land uses into the development of a transit corridor. This concept is especially important because finding large corridors of completely undeveloped land that could sustain dense growth may be difficult. More often there will be some older, scattered developments present. Future uses of developed parcels should also be considered as land use demands change over time.

Technological and infrastructure flexibility.

A transit corridor must be able to accommodate various transit modes. It is expected that the transit corridor would initially be used by buses and perhaps even minibuses, however, it should be designed in such as way as to provide options for other technologies. As the market size increases more capital-intensive modes, such as light rail, become feasible. As technological change occurs the right-of-way should be able to respond to such innovation. Thus alignment and placement of underground utilities should permit an upgrading to light rail transit in the future if warranted. Geometric design of transitway components of the corridor should be based on the needs of a rail system rather than bus, including more stringent standards for gradient and curvature than if designed solely for buses. The corridor could be used by a mixture of road based vehicles and services such as a conventional bus, vehicles for the disabled, express services, shuttles, subscription bus, taxis, van pools, etc.. Flexibility should be provided in the design and space available to permit a variety of technological options in the corridor.

Control of through automobile traffic.

The provision of a convenient transit service requires a speed and level of service competitive with automobile travel. If transit vehicles operate along a congested street, travel times by transit would be increased and the street would be dominated by auto traffic. TCDs are areas of concentrated development which will generate significant numbers of trips and it is important to control through automobile traffic to prevent excessive congestion along transit corridors. This could be done by providing periodic sections in the transit right-of-way where only transit vehicles would be permitted. This would prevent other vehicles from using the transit path for through movement. These breaks should occur approximately at every mile and would likely be located at high activity stops. The remainder of the corridor could operate with mixed traffic with the roadway serving as a local or collector street. Auto access to the properties in the corridor would be from parallel or intersecting arterials rather than from the transit corridor. Only limited parking would be permitted along the transit roadway. Careful planning will insure a proper mix of circulation without excessive traffic on the transit corridor.

" . . . it is important to control through automobile traffic to prevent excessive congestion along transit corridors."

a high quality to both attract patrons and not be a nuisance in the community. Efforts to design a cleaner, quieter, and higher quality vehicles are critical for the development of the overall concept.

Provide mixed land uses, including housing, office, retail, industrial, and recreational uses.

Traditional suburban zoning can be characterized by a separation of land uses such as residential, commercial, educational and recreational land uses, requiring the use of the car and many separate trips. By locating different land uses in close proximity to each other, two benefits can be achieved. First, the total number and length of vehicle trips within the area can be reduced. It will not be necessary to travel to numerous locations when running errands because most destinations would be within a few minutes walking distance of each other.

The second advantage of mixed use activities and land use is the improved feasibility of transit service. Transit operates best when there are simple origins and destinations and when users can meet their needs by walking at the destination of the trip. A major reason suburban residents do not use transit is because of the need to make trips to multiple locations during the day. If these activities and destinations can be consolidated and located along a corridor, the auto's advantage over transit will be greatly reduced.[14]

Land uses should be arranged to maximize the potential for walking and bicycle trips as well as by transit. A mixture of activities including housing, employment, shopping, public facilities and schools is desirable around each transit stop. Densities would be highest near the stop and then remain fairly high within the 1/4 mile walking distance of transit. Beyond this area densities would be lower and there would be little effort to serve these areas with pedestrian access to transit. Land uses less compatible with transit should be located further from transit[15].

Relate the design and connections of adjacent developments across 'seams'.

The incremental planning and development of suburban subdivisions and parcels results in an unrelated functional and visual environment between tracts.[16] These mismatched 'seams' can be avoided in a master planned district. Each land development

[14]Calthorpe, *op. cit.*, p. 23; Snohomish County, *op. cit.*, p. 5-2.

[15]Delcan Corp., *op. cit.*, p. A-22.

[16]Snohomish County, *op. cit.*, "Guide . . .," p. 7-4.

the east is an industrial district and the city of Milwaukee while to the west are other rapidly growing areas. The site chosen is parallel to a major east-west arterial which connects to the U. S. Highway 45 belt freeway two-and-a-half miles east. The comparable arterials located to the south have been sites of substantial commercial strip development.

The selection of this site was based on its potential for future suburban development activity. In addition, it appeared to be a potential location of transit services which could connect into the Milwaukee central area and provide an east-west crosstown service into the City of Milwaukee. Because the site is relatively undeveloped and has relatively few owners, there are opportunities to provide concentrations of demand that could create a significant market for transit services.

Site Conditions

The site consists of gently rolling hills with no significant slopes which would impede development. Current use is agricultural with a few scattered residences. There is a large wetland located in the northwest corner of the site. There are some wooded areas in the site, primarily in the form of mature fence rows with some larger wooded tracts in the south-central and west portions of the site. Land ownership is primarily in large parcels up to 80 acres in size. The east edge of the site is along a major north-south arterial in Waukesha County which connects the Village of Menomonee Falls with a major regional shopping/office center at Brookfield Square to the south.

Transit Service

It was assumed that there would be two transit routes that would intersect in the district. An east-west line that parallels Silver Spring Drive and a north-south route that connects the suburban centers of Menomonee Falls and Brookfield Square. Our primary emphasis is on the east-west line, which could be extended westward an additional two miles before it would encounter existing development and have to be rerouted to along Silver Spring Drive. The intersection of the two routes presented an opportunity to create a town center for shopping and office activity built around the transit services. No substantial shopping districts exist nearby and this appeared to be a logical use which would work well with the transit service.

Transit stops were located approximately every 1/4 mile along the corridors with a closer spacing in the town center. Generally stops were located 1/8 mile in from crossing arterials to provide for reduced walking distances to transit. Some modification of stop locations were made to take advantage of site conditions.

Prototype Design

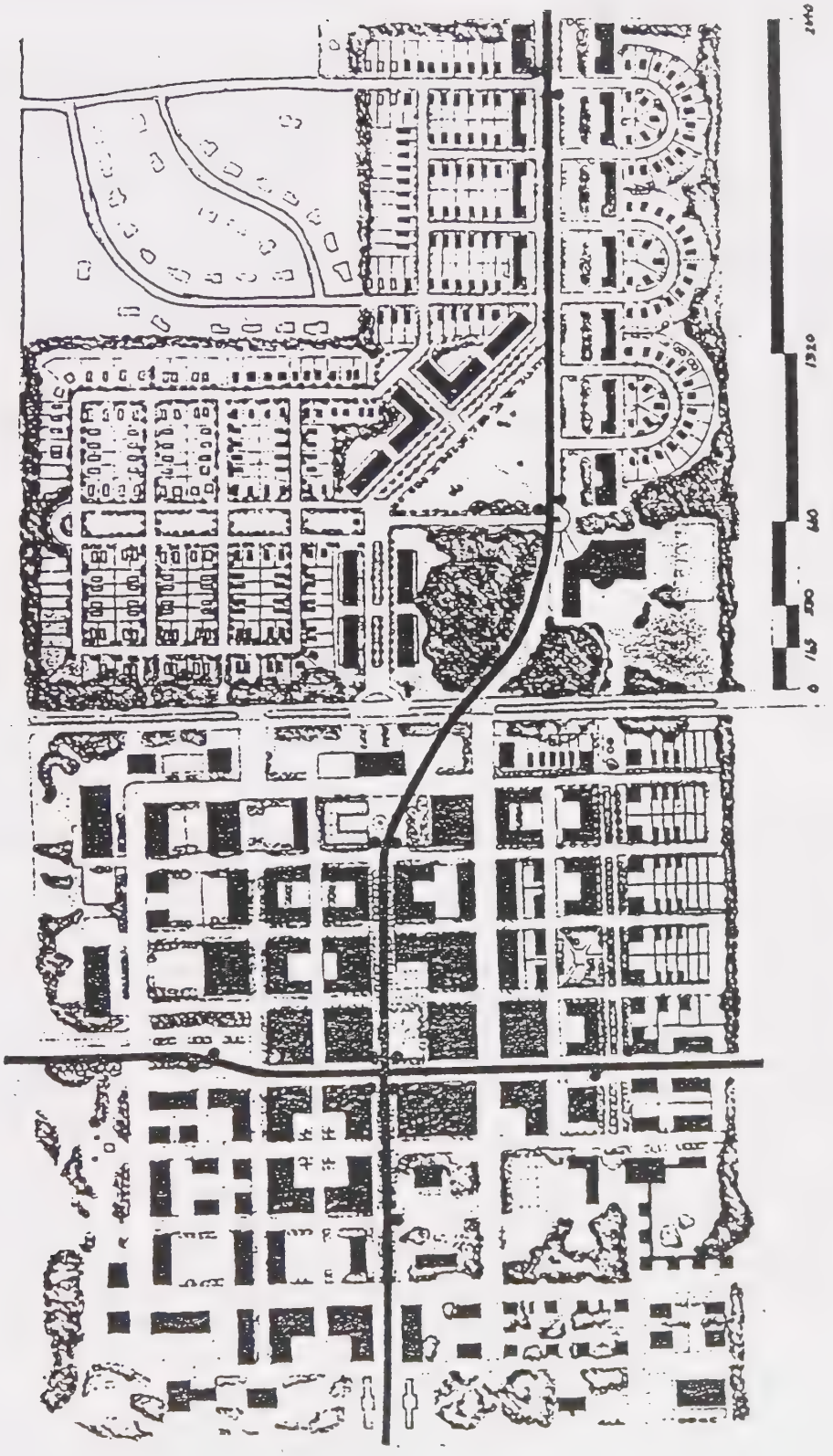
The prototype design was developed by a team of architectural faculty and students following the guidelines developed for this project.

Four districts were identified as a basis for design. These areas -- the Woods, the Farms, the Central District and the Estates Area -- were identified based on existing land use and/or the impact of the transit system on design. These themes helped to develop a basis for design and also help to illustrate how different approaches can be blended within a Transit Corridor District, as well as examining how the guidelines would be used by different designers working on five sites with varying topography and other natural features such as woods, lakes and wetlands.

The overall design is shown on the following two pages. In general the design includes a band of high density housing and office facilities located along the east-west transit route and a lower density development at the fringes. A business district/civic center is located at the point of intersection of the two transit routes towards the east end of the site.

Smaller neighborhood business areas are located at other transit stops to the west. The plan would contain approximately 3,000 housing units and approximately 1,400,000 square feet of commercial/office space. Substantial retail areas are also included. This results in a net residential density of approximately 6.5 units per acre for residential areas only. Densities in individual areas may vary considerably ranging up to seven to ten residential units per acre near the center and eastern edge of the site. Commercial densities are highest in the central district and lower elsewhere. Actual densities could vary, however, depending on how individual lots and multifamily units were used.

No significant problems were encountered in the design other than those associated with any other development project. Fixing the location of the transit corridor, transit stops and its auto-free areas was the important first step in the process. Once these were established, the location of pathways, streets and land uses could follow, giving individual designers a great deal of flexibility on how to configure different portions of the corridor. The guidelines provided a good framework for design yet still allowed the development of individual parcels and patterns adaptable to different market or conceptual needs.



Report No. FTA-CA-11-0036-92-1

EXECUTIVE SUMMARY

SUBURBAN PARKING ECONOMICS AND POLICY

Case Studies of Office Worksites in Southern California

Richard W. Willson, Ph.D. AICP[1]

Prepared for:

U.S. Department of Transportation
Federal Transit Administration
Washington, D.C. 20590

INTRODUCTION

Three issues are traditionally considered in suburban parking policy. Is there enough? Is it convenient? Is it free? This limited focus has led to a circumstance where suburban parking is oversupplied and underpriced. We have created suburbs in which many office buildings have twice as much parking as is demanded, and where most commuters are shielded from the economic cost of parking. The result? High levels of automobile commuting, which contributes to air pollution and congestion. Urban sprawl. Low feasibility for transit. And a waste of land and money resources. It's time to rethink suburban parking policies and practices.

Suburban parking is oversupplied and underpriced...

...leading to greater solo driving, congestion, sprawl, and pollution.

This study seeks to support the efforts of cities, the development community, and employers to change their parking policies and practices. It raises and answers new questions. What percentage of suburban office parking is *actually used* at the peak occupancy period? What is the true cost of providing parking? What factors contribute to the excess parking? How does free parking encourage solo driving? This executive summary provides the highlights of a one-year research project on suburban parking in Southern California. The full report is available from the National Technical Information Service (NTIS), 5285 Port Royal Road, Springfield, Virginia 22161.

[1] Department of Urban and Regional Planning, California State Polytechnic University, Pomona, Pomona, CA 91768-4048. (909) 869-2701; E-mail RWWILLSON@CSUPOMONA.EDU

higher density, multiple story projects. Two of the sites studied have shared parking. Because of higher land costs, two of the sites provided parking in multi-level structures. In all three sites either tenants or commuters pay at least some of the cost of parking. Developers of these sites were concerned about parking supply, parking costs, and parking policy. There was evidence that charging for parking decreases solo driving and parking demand. All these projects had an oversupply of parking.

The common "rule of thumb" is 4.0 spaces/1,000 sf

We interviewed public officials about their perspectives on parking. To many city planners, parking management for office uses is a non-issue. "Industry standard" parking requirements (4.0 spaces per 1,000 square feet) are often used in zoning ordinances without extensive study. The goals are generally to assure sufficient parking and avoid overspill parking, rather than to use parking as a transportation and land use policy tool. The cities with larger employment bases were more likely to recognize the connection between parking policy and other land use objectives. We found that larger transit operators have been trying to influence land use planning and parking policy to support transit development and ridership. However, their influence over local land use decisions is quite limited.

Developers generally follow city codes in deciding on how much parking to provide. When city requirements are below normal standards, developers may voluntarily exceed city minimum requirements to match their competitors' parking levels. When land values are high enough to justify parking structures, developers are more concerned about optimizing the amount of parking provided. Reciprocal parking agreements (in which part of the parking required by code is on another site) are common, and shared parking is frequently used in larger projects.

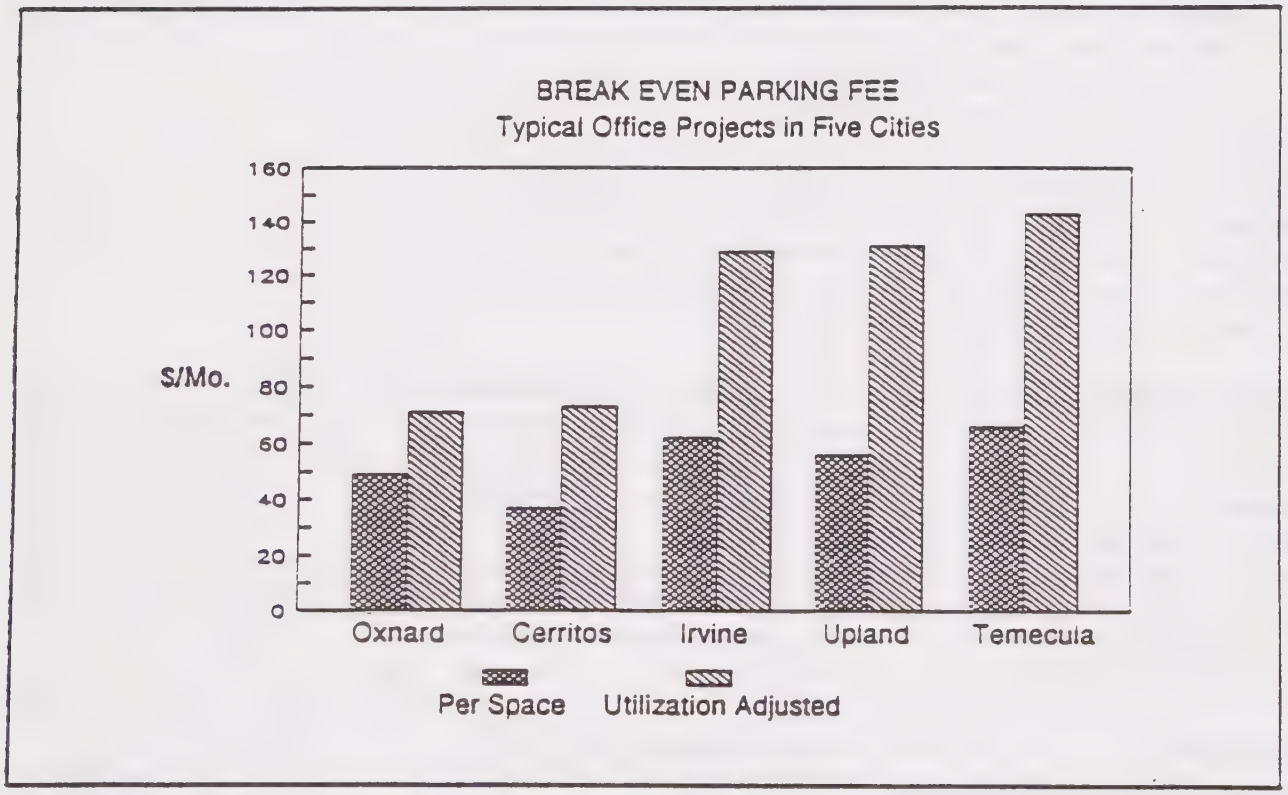
Parking is part of project marketing

Suburban parking usually produces no separate income stream for the project. Developers and real estate analysts see the value of parking as making the building marketable. Developers do not commonly do sensitivity analyses to evaluate the effect of changes in parking supply on project profitability. Lenders often defer to city requirements when they set their parking supply standards, but some independently establish their own requirements.

Employers are subject to new TDM mandates

Employers' attitudes depend considerably on their circumstances. Employers historically have provided free parking as a matter of standard practice, and many do not pay an explicit charge for parking in their leases. However, employers having over 100 employees at a worksite are subject to the South Coast Air Quality Management

The *Break-Even Fee* expresses the cost of providing one parking space on a monthly, per-space basis (the amortized capital costs plus the operating cost). For the five typical projects, the *Break-Even Fee* averaged $54 per space per month. The *Utilization Adjusted Break-Even Fee* expresses the cost of providing the parking facility, on a monthly, per-utilized-space basis. In other words, the cost of the spaces is assigned to the number of spaces that are actually *used* by parkers. The *Utilization Adjusted Break-Even Fee* averaged $109 per space per month. Regardless of which break-even measure you use, it's clear that commuters who do not pay to park receive large hidden subsidies.



o Cities often require developers to provide too much parking. By "conservatively" over-requiring parking, many zoning codes increase the cost of the development, encourage solo driving, and lower the density of office projects.

Cities require too much parking

o Parking standards are usually not tailored to the specific use characteristics of office buildings. Rules of thumb and the requirements of neighboring cities often replace detailed analysis. Office parking standards are usually based on the square footage of development, rather than the density of

Standards are not tailored to use characteristics

owners. employers, the Federal government, and transit operators. Finally, we suggest an education program to raise awareness of parking policy issues.

Reform parking requirements

Local government. Cities should reassess their commercial parking requirements. One option is to eliminate minimum requirements and let the market determine parking supply. If parking minimums must be instituted, then requirements should take into account two factors: 1) parking demand at a price that reflects the full cost of providing parking; and 2) specific office use characteristics and the characteristics of the surrounding land uses and transportation systems. Minimum requirements should reflect characteristics such as employee density, transit availability, and opportunities for sharing parking with existing uses.

Build less new parking

Developer and property owner actions. Developers should carefully assess the amount of parking they provide in each development to avoid oversupplying parking. Tenants' expectations regarding parking supply and policy are changing because of ridesharing mandates. so status quo assumptions will not serve developers well. Developers should also take advantage of the many opportunities for shared parking within and outside the site. Finally. developers should work with lenders. equity investors and leasing agents on parking standards and practices.

Cash-out or charge for parking

Employer actions. Employers should institute parking policies that pass the true cost of parking on to commuters. either through parking charges or commute allowance programs. They should ask that property owners separate the lease costs for the office space from the lease cost for parking. Employers should also request flexibility in the number of spaces they lease, so that as fewer employers drive alone they can save money on parking.

Reform Federal Tax law

Federal actions. The tax deductibility of parking benefits should be conditioned on the employer offering the option of a cash commute allowance to any employee entitled to a subsidy. In addition, Federal policy and funding should support jurisdictions that reform parking requirements.

Link parking and transit policy

Transit operators' actions. Transit operators should expand efforts to influence parking policy in cities' planning and development approval processes. They should encourage reductions in parking supply, transit-friendly design. and the use of parking pricing or commute allowance strategies.

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (818) 458-5100

THOMAS A. TIDEMANSON, Director

ADDRESS ALL CORRESPONDENCE TO:
P.O.BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

November 3, 1993

IN REPLY PLEASE REFER TO FILE P-4



Mr. Steve Craig
Environmental Coordinator
City of Calabasas
26135 Mureau Road
Calabasas, CA 91302

Dear Mr. Craig:

RESPONSE TO A NOTICE OF PREPARATION (NOP)
CITY OF CALABASAS COMPREHENSIVE GENERAL PLAN

Thank you for the opportunity to provide comments on the NOP of a Draft Environmental Impact Report for the proposed Comprehensive General Plan. Although we have not completed the review of the NOP, we offer the following comments. We will forward additional comments when we complete our review.

Drainage Planning

Currently, we do not have any storm drain projects under study in the project area. However, several drainage deficiencies have been identified within the project area. Enclosed is a location map showing these drainage needs. The Comprehensive General Plan should include measures to accommodate these drainage needs.

If you have any questions regarding these comments, please contact Ms. Anna Gabriel of our Drainage Planning Unit at (818) 458-4315.

Transportation Planning

The efficient and effective movement of traffic along the Ventura Corridor is dependent upon the participation of local jurisdictions in preserving the rights of way and constructing east-west highways which could relieve the congested Route 101. We recommend that the City of Calabasas' proposed circulation system be developed with equal consideration for regional as well as local traffic needs. Should the City's envisioned circulation system preclude the continuation of the planned east-west routes depicted on the County Highway Plan or as described in the City's condition of incorporation, we believe significant impacts to regional traffic circulation may result. The City should discuss the environmental implications, and offer appropriate mitigation measures, should it enact policy to remove currently planned east-west routes.

If you have any questions regarding these comments, please contact Mr. Andy H. Narag of our Planning Division at (818) 458-4356.

If you have any questions regarding the environmental reviewing process of this Department, please contact Ms. Clarice Nash at the previous page address or at (818) 458-4334.

Very truly yours,

T. A. TIDEMANSON
Director of Public Works

Michael H Nazar

BRIAN T. SASAKI
Assistant Deputy Director
Planning Division

MA:my/316

Enc.

The map

CITY OF CALABASAS - STORM DRAIN MAP

can be found on file at the City of Calabasas.

City of Calabasas
26135 Mureau Road
Calabasas, California 91302

COUNTY OF LOS ANGELES
DEPARTMENT OF PARKS AND RECREATION

Rodney E. Cooper, Director



November 4, 1993

Mr. Steve Craig, Environmental Coordinator
City of Calabasas
Community Development Department
26135 Mureau Road
Calabasas, California 91302

Dear Mr. Craig:

CITY OF CALABASAS NOTICE OF PREPARATION
Draft Environmental Impact Report for a Proposed Comprehensive General Plan

The Department of Parks and Recreation has reviewed the above named document, our comments and concerns are as follows.

Local and Regional Park Land

To assist you in assessing the need and adequacy of local and regional park land within the study area, copies of the "Needs Study of County Park Lands", dated June, 1991 and "A Parks and Recreation Strategic Plan for 2010", dated May 1992 have been enclosed. These documents may be used as a resource to analyze the impacts to park and open space element of the general plan and do not need to be returned.

Regional Hiking and Equestrian Trails

The boundaries of the study area for the proposed comprehensive General Plan encompass a network of Regional County Trails that are within the Malibu/Santa Monica Mountains Area Plan trail system. Trails that are within this area which need to be identified include: Calabasas Cold Creek, Valley Circle Scenic Corridor, Henry Ridge, Stokes Ridge and Las Virgenes. Potential impacts to this Regional trail system should be addressed in the DEIR.

Plant and Animal Habitats

In preparing the above named document, reference should be made to the California Department of Fish and Game's (CDFG) Natural Diversity Database. Nancy Vierra, Information Services Coordinator at CDFG can be contacted for further information at (916) 324-3812. CDFG's database includes a computerized mapping and inventory of the location and condition of California's rare, threatened, endangered, and sensitive plants, animals, and natural communities. This information resource is available through the CDFG and is essential in identifying the natural resources in the study area.

Significant Ecological Areas (SEA's)

The Department supports the designation of Significant Ecological Areas as preservation of unique and valuable landscapes within the County. Potential impacts to the five identified SEA's located within the study area boundaries should be fully addressed in the Draft Environmental Impact Report.

Thank you for the opportunity to review this document. If you have any questions, or require further information, please contact me at (213) 738-2960.

Sincerely,

Joan Rupert

Joan Rupert,
Departmental Facilities Planner I

Bertha Ruiz

By: Bertha Ruiz
Park Planning Student Assistant

b:calab-gp JXP

The document

NEEDS STUDY OF COUNTY PARK LANDS (June 1991)

can be found on file at the City of Calabasas.

City of Calabasas
26135 Mureau Road
Calabasas, California 91302

The document

A PARKS AND RECREATION STRATEGIC PLAN FOR 2010

(May 1992)

can be found on file at the City of Calabasas.

City of Calabasas
26135 Mureau Road
Calabasas, California 91302

RESOURCE MANAGEMENT AGENCY

county of ventura

THOMAS BERG
Agency Director

DATE: November 2, 1993

Ms. Steve Craig
Community Devel. Dept.
City of Calabasas
FAX 818-878-4215

SUBJECT: General Plan DEIR

Dear Ms. Craig:

Thank you for the opportunity to review the subject document. This report was circulated to interested County agencies for review. The response is attached.

If you have any questions, please contact Kim Hocking at (805) 654-2414 and he will direct you to the appropriate staff member.

Sincerely,

Thomas Berg by mlh

Thomas Berg
Director

Reference No. 93-77

Attachments

c: _____

COUNTY OF VENTURA
PUBLIC WORKS AGENCY
Transportation Department

MEMORANDUM

93 OCT 28 PM 2:51

October 27, 1993

TO: Planning Division **REF. NO. 93-77**

FROM: Steven J. Manz, P.E.

SUBJECT: CITY OF CALABASAS - GENERAL PLAN UPDATE

In response to your request for review of the Notice of Preparation of an Environmental Impact Report, adequate information has not been provided to determine traffic impacts on County and regional roads. The environmental document shall state the volume of traffic generated. Traffic must be distributed to at least a level of 10% of project traffic. The individual and cumulative effects on County roads of this and other projects in the area must be documented. Level of service "C" on County roads and "D" on State highways must be provided as required in Section 4.2.2.3 of the County General Plan. Mitigations must be identified, along with adequate funding sources to accomplish the mitigations. Consistency with the policies in Section 4.2.2 of the County General Plan must be provided.

Impact on roads identified as requiring widening in the 2010 Regional Road Network should be analyzed as well as impacts on other County and regional roads. The project may have an impact on State Route 101, as well as other roads. The impacted roads can be identified once we see how the generated trips are expected to distribute.

I can be contacted at extension 2045 concerning necessary traffic analysis. We will respond to future submittals from the Planning Division.

SM.277:sn

c: Development and Inspection Services

City of Hidden Hills

24549 Long Valley Road • Hidden Hills, California 91302
(818) 888-9281

VIA FAX

November 3, 1993

City of Calabasas
Community Development Department
26135 Mureau Road
Calabasas, California 91302
Attn: Steve Craig
Environmental Coordinator

Re: Notice of Preparation of a Draft Environmental Impact Report for a Proposed Comprehensive General Plan

Dear Mr. Craig:

Thank you for the notice of preparation on the draft environmental impact report for the general plan of Calabasas. Since a portion of the 'study area' includes the area currently under the City of Hidden Hills' sphere of influence, we appreciate the opportunity to provide input as to the scope and content of the environmental impact report.

In general, the environmental impact report should be expanded in scope to encompass an alternative that the land within Hidden Hills' sphere of influence would be incorporated into the City of Hidden Hills. The project description and summary of probable environmental impacts does not address this alternative. While the proposed standards of Calabasas may be more restrictive than those of the County of Los Angeles, the standards may be less restrictive than those which may be established by the City of Hidden Hills. Limiting the alternatives to the City of Calabasas and the County of Los Angeles development standards for the area within Hidden Hills' sphere of influence does not fulfill the statutory requirements pursuant to CEQA alternatives analysis. The study of this area may warrant the development of a Specific Plan.

Specifically, the following points should be addressed in the environmental impact report:

1) Air. Air quality policies should be analyzed for consistency with the City of Hidden Hills standards. In particular proposed land uses which may permit objectionable odors should be analyzed for impacts and consistency with the land use designation and standards of Hidden Hills.

2) Noise. Noise standards should be analyzed for consistency with the City of Hidden Hills standards. Potential impacts on adjacent residential properties within Hidden Hills should be studied.

3) Light and Glare. Lighting standards should be analyzed for consistency with the City of Hidden Hills standards. Impacts on residential properties within the City of Hidden Hills should also be considered.

4) Land Use. As stated above, the environmental impact report should consider the alternative that the area within Hidden Hills' sphere of influence would be incorporated into the City of Hidden Hills. While land use designations proposed by the City of Calabasas may be less intensive than those of the County of Los Angeles, they may be more intensive than those which may be established by the City of Hidden Hills.

5) Transportation. Traffic analysis should include studies of the intersections of Round Meadow/ Mureau Road and the Valley Circle interchange. Suggested mitigation measures should be included for identified impacts.

6) Aesthetics. Community Design Element should be reviewed for consistency with the City of Hidden Hills standards. Proposed land use designations should also be studied to determine the potential impacts that structures may have on scenic vistas or views from the City of Hidden Hills.

Please contact me if you have any questions concerning the points raised in this letter.

Sincerely,

Tim D'Zmura
Planning Advisor

APPENDIX B.
TRAFFIC STUDY

Table B - Calabasas General Plan Study Area Land Use and Trip Generation

LAND USE	Existing	Existing + Committed	Plng. Comm. Alternative
Single Family Residential (DU)	6,067	6,680	8,514
Multi-Family Residential (DU)	2,631	2,661	3,193
Mobile Home (Units)	411	411	411
Total Residential	9,109	9,752	12,118
Increase	----	7%	24%
Office (Sq. Ft.)	2,398,000	4,847,800	5,334,100
Commercial (Sq. Ft.)	881,000	1,523,100	2,487,900
Total Office/Commercial	3,279,000	6,370,900	7,822,000
Increase	----	94%	23%

TRIP GENERATION	Existing	Existing + Committed	Plng. Comm. Alternative
Single Family Residential	60,700	66,800	85,100
Multi-Family Residential	15,800	16,000	19,200
Mobile Home	2,100	2,100	2,100
Total Residential	78,600	84,900	106,400
Office	28,800	58,200	64,000
Commercial	30,800	53,300	87,100
Total Office/Commercial	59,600	111,500	151,100
Total Trip Ends	138,200	196,400	257,500
Increase	----	42%	31%

Note the following trip generation rates apply:

1. Single Family Residential @ 10 daily trips per dwelling unit.
2. Multi-Family Residential @ 6 daily trips per dwelling unit.
3. Mobile Home @ 5 daily trips per dwelling unit.
4. Office @ 12 daily trips per thousand square feet.
5. Commercial @ 35 daily trips per thousand square feet.

Table F - Calabasas General Plan Study Area Traffic Forecasting Model

Link	Roadway Segment	Ground Count ADT		Through Traffic ADT		Project ADT	Modelled ADT	Calibrate
1	Lost Hills (Highway 101-Canwood St)	6,700		3,500	(2)	2,900	6,400	0.96
2	Lost Hills (Highway 101 Overcrossing)	9,800		4,500	(3)	5,400	9,900	1.01
3	Lost Hills (Highway 101-Agoura Rd)	16,300		4,500	(3)	11,000	15,500	0.95
4	Lost Hills (Agoura Rd-Malibu Hills Rd)	11,900		4,500	(3)	7,000	11,500	0.97
5	Malibu Hills Rd. - Meadow Creek Lane	9,000		4,500	(3)	4,200	8,700	0.97
6	Lost Hills (Meadow Creek-Las Virgenes)	7,000		4,500	(3)	2,400	6,900	0.99
7	Las Virgenes Road (n/o Thousand Oaks)	4,200				4,200	4,200	1.00
8	Las Virgenes Road (Thousand Oaks Blvd.-Morrison Ranch Rd.)	7,400				7,000	7,000	0.95
9	Las Virgenes Road (Morrison Ranch Rd.-Parkmor Rd.)	9,300				9,400	9,400	1.01
10	Las Virgenes Road (Parkmor Rd.-Mureau Rd.)	13,400		2,000	(4)	10,500	12,500	0.93
11	Las Virgenes Road (Mureau Rd.-Highway 101)	15,100		2,000	(4)	13,300	15,300	1.01
12	Las Virgenes Road (Highway 101-Agoura Rd.)	27,500		7,000	(3)	20,500	27,500	1.00
13	Las Virgenes Road (Agoura Rd.-Glen St.)	17,500		7,000	(3)	10,500	17,500	1.00
14	Las Virgenes Road (Glen St.-Meadow Creek Ln.)	16,300		7,000	(3)	8,800	15,800	0.97
15	Las Virgenes Road (Meadow Creek Ln.-Lost Hills Rd.)	17,600	(1)	7,000	(3)	10,700	17,700	1.01
16	Las Virgenes Road (Lost Hills Rd.-Mulholland Highway)	18,900		11,500	(3)	7,600	19,100	1.01
17	Malibu Canyon Road (s/o Mulholland Highway)	20,700		13,500	(5)	7,300	20,800	1.00
18	Agoura Road (Vendell-Lost Hills)	1,600				1,400	1,400	0.88
19	Agoura Road (Lost Hills Rd.-Las Virgenes)	8,800				8,500	8,500	0.97
20	Mureau Road (Las Virgenes-Mountain Gate)	3,700				3,500	3,500	0.95
21	Mureau Road (Mountain Gate-Crummer Cyn.)	3,400				3,500	3,500	1.03
22	Mureau Road (Crummer Cyn-Calabasas Road)	6,200				6,000	6,000	0.97
23	Calabasas Road (Mureau Rd.-Parkway Calabasas)	6,600				6,700	6,700	1.02
24	Calabasas Road (Parkway Calabasas-Park Granada Blvd.)	12,500				12,500	12,500	1.00
25	Calabasas Road (Park Granada-Mulholland Dr.)	16,500				17,100	17,100	1.04
26	Parkway Calabasas (Calabasas Rd.-Park Granada)	7,300				7,300	7,300	1.00
27	Parkway Calabasas (Park Granada Road - Park Entrada)	8,900				8,400	8,400	0.94
28	Parkway Calabasas (Park Entrada - Paseo Primaro)	6,200				6,900	6,900	1.11
29	Parkway Calabasas (Paseo Primario - Camino Portal)	3,700				3,600	3,600	0.97
30	Parkway Calabasas (Camino Portal - Palmilla Drive)	1,500				1,400	1,400	0.93
31	Park Granada (Parkway Calabasas-Park Capri)	3,900				4,100	4,100	1.05
32	Park Granada (Park Sorrento-Calabasas Road)	9,400				8,500	8,500	0.90
33	Old Topanga Road (Mulholland Drive-Vicasa Road)	10,300				10,200	10,200	0.99
34	Old Topanga Road (Vicasa Road-Bluebird Drive)	8,800				8,700	8,700	0.99
35	Old Topanga Road (Bluebird-Mulholland Highway)	7,000				6,900	6,900	0.99
36	Old Topanga Road (Mulholland-Cold Creek Road)	2,500				2,400	2,400	0.96
37	Topanga Canyon Road (Mulholland Drive-Cezanne)	14,000		7,000	(6)	6,800	13,800	0.99
38	Mulholland Highway (Las Virgenes-Stunt Road)	1,900				1,900	1,900	1.00
39	Mulholland Highway (Stunt Road-Canyon Drive)	2,700				2,700	2,700	1.00
40	Mulholland Highway (Canyon Drive-Dry Canyon)	4,800				4,500	4,500	0.94
41	Mulholland Highway (Dry Cyn-Old Topanga Rd. S.)	6,900				6,600	6,600	0.96
42	Mulholland Highway (Old Topanga S.-Old Topanga N.)	7,100				6,900	6,900	0.97
43	Mulholland Highway (Old Topanga N.-Declaration)	7,900				7,500	7,500	0.95
44	Mulholland Highway (Declaration-Mulholland Dr.)	13,400				12,700	12,700	0.95
45	Route 101 (Woodlake-Mulholland)	166,000	(7)	124,600		41,400	166,000	1.00
46	Route 101 (Mulholland-Calabasas Parkway)	157,000	(7)	124,600		32,400	157,000	1.00
47	Route 101 (Calabasas Parkway-Las Virgenes)	152,000	(7)	124,600		27,400	152,000	1.00
48	Route 101 (Las Virgenes-Lost Hills)	136,000	(7)	129,600		6,400	136,000	1.00
49	Route 101 (Lost Hills-Liberty Canyon)	142,000	(7)	130,600		11,400	142,000	1.00

Notes:

1. *Existing ADT Count based on an interpolation from the City of Calabasas 1991 and LSA 1992 counts for adjacent locations.*
2. *Existing ADT estimate for traffic to/from the Los Angeles County Landfill.*
3. *Existing ADT estimate for cut-through traffic (Z-traffic) from west along Highway 101 to Beach cities.*
4. *Existing ADT estimate for traffic to/from the Mountain View Estates/Santa Monica Mountains.*
5. *Existing ADT estimate for cut-through traffic to/from Mulholland Highway.*
6. *Existing ADT estimate for external-to-external traffic along Topanga Canyon Boulevard (Route 27).*
7. *Existing ADTs for Route 101 are based on Caltrans 1991 Traffic Volumes on California State Highways.*

Table G - Calabasas General Plan Study Area Committed Project List

Project Name	Location	Development		Conditioned Improvements
1. Ahmanson-Kilroy	SE Calabasas Road/Parkway Calabasas	1,395,000 150,000 50,000	Sq. Ft. Office Sq. Ft. Hotel Sq. Ft. Commercial	Conditioned improvements have been completed and included under existing conditions.
2. Ahmanson Commercial Center	NE Las Virgenes/Mureau Road	256,000 16,000	Sq. Ft. Office Sq. Ft. Commercial	Development Agreement and conditioned improvements pending.
3. Las Virgenes MWD	4232 Las Virgenes Road	34,000	Sq. Ft. Office	Minimal pavement improvements in front of project site.
4. Baldwin I	Las Virgenes Road at Agoura Road	160,000	Sq. Ft. Commercial	Widen Las Virgenes Road at Agoura Road by adding two NBT lanes. Add 2 NBT & 1 SBT lanes at Las Virgenes/Highway 101 EB Ramps. Modify the Highway 101 EB ramp at las Virgenes to provide a left, shared-left, and right turn lane. Widen the Highway 101 WB ramp at las Virgenes to provide a left, shared-left, and right turn lane.
5. Baldwin II	South terminus of Calabasas Road	550	SF Dwelling Units	Participate in signal installation at locations throughout the City.
6. Pazar	S/E Agoura Road/Las Virgenes Road	190,000	Sq. Ft. Commercial	Widen Las Virgenes Road from 2 to 4 lanes along project site. Add dual NBL turn lanes at Las Virgenes/Highway 101 WB Ramps. Add 1 NBR turn lane at Las Virgenes/Highway 101 EB Ramps. Participate in Lost Hills Bridge and Thoroughfare Construction.
7. Lost Hills Master Plan	West of Las Virgenes Road, South of Highway 101	1,208 825,880 356,840	Dwelling Units Sq. Ft. Commercial Sq. Ft. Mfctg./Office	Conditioned improvements have been completed and included under existing conditions.
8. Corvent	SE Malibu Hills/Agoura Road	35,000	Sq. Ft. Mfctg./Office	Participate in Lost Hills Bridge and Thoroughfare Construction. Participate in Lost Hills Interchange improvements.
9. H & P Properties	Canwood, north of Highway 101	25	MF Dwelling Units	Participate in Lost Hills Bridge and Thoroughfare Construction.
10. Cheesecake Factory	Agoura Road, e/o Malibu Hills, w/o Lost Hills Road	57,838	Sq. Ft. Mfctg./Office	Participate in Lost Hills Bridge and Thoroughfare Construction. Participate in Lost Hills Interchange improvements. Provide traffic signals along Agoura, Lost Hills, and Malibu Hills Roads.

Table H - Calabasas General Plan Study Area Traffic Forecasting Model

k #	Roadway Segment	Existing (Study Area)		Future Through		Committed Projects	Plng. Com. Project	Total	Ahmanson Ranch (8)	Year 2010 Build Out
1	Lost Hills (Highway 101-Canwood St)	3,200		3,900	(2)	800	800	8,700		8,700
2	Lost Hills (Highway 101 Overcrossing)	5,300		5,000	(3)	4,400	3,000	17,700		17,700
3	Lost Hills (Highway 101-Agoura Rd)	11,800		5,000	(3)	8,800	4,200	29,800		29,800
4	Lost Hills (Agoura Rd-Malibu Hills Rd)	7,400		5,000	(3)	6,000	3,600	22,000		22,000
5	Malibu Hills Rd. - Meadow Creek Lane	4,500		5,000	(3)	4,400	3,800	17,700		17,700
6	Lost Hills (Meadow Creek-Las Virgenes)	2,500		5,000	(3)	2,800	1,600	11,900		11,900
7	Las Virgenes Road (n/o Thousand Oaks)	4,200				600	300	5,100	1,900	7,000
8	Las Virgenes Road (Thousand Oaks Blvd.-Morrison Ranch Rd.)	7,400				700	1,300	9,400	6,000	15,400
9	Las Virgenes Road (Morrison Ranch Rd.-Parkmor Rd.)	9,300				1,200	1,400	11,900	6,000	17,900
10	Las Virgenes Road (Parkmor Rd.-Mureau Rd.)	11,400		2,200	(4)	1,900	2,400	17,900	6,400	24,300
11	Las Virgenes Road (Mureau Rd.-Highway 101)	13,100		2,200	(4)	2,500	2,200	20,000	17,000	37,000
12	Las Virgenes Road (Highway 101-Agoura Rd.)	20,500		7,800	(3)	11,800	6,400	46,500	700	47,200
13	Las Virgenes Road (Agoura Rd.-Glen St.)	10,500		7,800	(3)	6,700	5,000	30,000	700	30,700
14	Las Virgenes Road (Glen St.-Meadow Creek Ln.)	9,300		7,800	(3)	5,800	5,300	28,200	700	28,900
15	Las Virgenes Road (Meadow Creek Ln.-Lost Hills Rd.)	10,600	(1)	7,800	(3)	5,700	5,100	29,200	700	29,900
16	Las Virgenes Road (Lost Hills Rd.-Mulholland Highway)	7,400		12,900	(3)	4,600	6,700	31,600	700	32,300
17	Malibu Canyon Road (s/o Mulholland Highway)	7,200		15,100	(5)	4,200	4,700	31,200	700	31,900
18	Agoura Road (Vendell-Lost Hills)	1,600				1,900	600	4,100		4,100
19	Agoura Road (Lost Hills Rd.-Las Virgenes)	8,800				4,500	500	13,800		13,800
20	Mureau Road (Las Virgenes-Mountain Gate)	3,700				1,000	3,100	7,800	10,500	18,300
21	Mureau Road (Mountain Gate-Crummer Cyn.)	3,400				900	2,900	7,200	200	7,400
22	Mureau Road (Crummer Cyn-Calabasas Road)	6,200				1,100	5,200	12,500	200	12,700
23	Calabasas Road (Mureau Rd.-Parkway Calabasas)	6,600				1,000	10,500	18,100	200	18,300
24	Calabasas Road (Parkway Calabasas-Park Granada Blvd.)	12,500				5,600	9,000	27,100		27,100
25	Calabasas Road (Park Granada-Mulholland Dr.)	16,500				10,600	6,600	33,700		33,700
26	Parkway Calabasas (Calabasas Rd.-Park Granada)	7,300				7,800	2,400	17,500		17,500
27	Parkway Calabasas (Park Granada Road - Park Entrada)	8,900				4,400	1,400	14,700		14,700
28	Parkway Calabasas (Park Entrada - Paseo Primaro)	6,200				3,500	1,300	11,000		11,000
29	Parkway Calabasas (Paseo Primario - Camino Portal)	3,700				3,300	1,100	8,100		8,100
30	Parkway Calabasas (Camino Portal - Palmilla Drive)	1,500				3,600	1,100	6,200		6,200
31	Park Granada (Parkway Calabasas-Park Capri)	3,900				4,000	300	8,200		8,200
32	Park Granada (Park Sorrento-Calabasas Road)	9,400				4,800	0	14,200		14,200
33	Old Topanga Road (Mulholland Drive-Vicasa Road)	10,300				2,100	3,000	15,400		15,400
34	Old Topanga Road (Vicasa Road-Bluebird Drive)	8,800				1,700	2,500	13,000		13,000
35	Old Topanga Road (Bluebird-Mulholland Highway)	7,000				1,700	2,500	11,200		11,200
36	Old Topanga Road (Mulholland-Cold Creek Road)	2,500				1,500	800	4,800		4,800
37	Topanga Canyon Road (Mulholland Drive-Cezanne)	7,000		7,800	(6)	2,000	3,500	20,300		20,300
38	Mulholland Highway (Las Virgenes-Stunt Road)	1,900				1,300	6,100	9,300		9,300
39	Mulholland Highway (Stunt Road-Canyon Drive)	2,700				(100)	1,700	4,300		4,300
40	Mulholland Highway (Canyon Drive-Dry Canyon)	4,800				(100)	1,800	6,500		6,500
41	Mulholland Highway (Dry Cyn-Old Topanga Rd. S.)	6,900				1,400	2,500	10,800		10,800
42	Mulholland Highway (Old Topanga S.-Old Topanga N.)	7,100				1,300	2,400	10,800		10,800
43	Mulholland Highway (Old Topanga N.-Declaration)	8,000				0	1,800	9,800		9,800
44	Mulholland Highway (Declaration-Mulholland Dr.)	13,400				200	3,600	17,200		17,200
45	Route 101 (Woodlake-Mulholland)	41,400		139,600	(7)	22,800	20,100	223,900	9,700	233,600
46	Route 101 (Mulholland-Calabasas Parkway)	32,400		139,600	(7)	15,600	17,900	205,500	600	206,100
47	Route 101 (Calabasas Parkway-Las Virgenes)	27,400		139,600	(7)	16,600	11,900	195,500	600	196,100
48	Route 101 (Las Virgenes-Lost Hills)	6,400		145,200	(7)	21,500	8,100	181,200	8,200	189,400
49	Route 101 (Lost Hills-Liberty Canyon)	11,400		146,300	(7)	18,700	9,400	185,800	8,200	194,000

es:

existing ADT Count based on an interpolation from the City of Calabasas 1991 and LSA 1992 counts for adjacent locations.
orecast ADT estimate for traffic to/from the Los Angeles County Landfill.
orecast ADT estimate for cut-through traffic (Z-traffic) from west along Highway 101 to Beach cities.
orecast ADT estimate for traffic to/from the Mountain View Estates/Santa Monica Mountains.
orecast ADT estimate for cut-through traffic to/from Mulholland Highway.
orecast ADT estimate for external-to-external traffic along Topanga Canyon Boulevard (Route 27).
orecast ADT estimate for non-City of Calabsasas traffic along the Ventura Freeway (Route 101).
hmanson Ranch ADTs are based on the Traffic Study prepared for Ahmanson Ranch.

Table J - Average Daily Traffic (ADT) and Level of Service (LOS) Summary (1)

Roadway Segment	Existing			Existing + Committed			Planning Commission Alt.		
	Ln.	Vols.		Ln.	Vols.	LOS	Ln.	Vols.	LOS
Lost Hills Road									
Highway 101 - Canwood Street	2U	6,700	LOS A	2U	7,900	LOS B	2U	8,700	LOS B
Highway 101 Overcrossing	2U	9,800	LOS C	2U	14,700	LOS F	2U	17,700	LOS F
Highway 101 - Agoura Road	4U	16,300	LOS A	4U	25,600	LOS D	4U	29,800	LOS E
Agoura Road - Malibu Hills Road	4D	11,900	LOS A	4D	18,400	LOS A	4D	22,000	LOS B
Malibu Hills Rd. - Meadow Creek Lane	4D	9,000	LOS A	4D	13,900	LOS A	4D	17,700	LOS A
Meadow Creek Lane - Las Virgenes Road	4D	7,000	LOS A	4D	10,300	LOS A	4D	11,900	LOS A
Las Virgenes Road									
North of Thousand Oaks Blvd.	2U	4,200	LOS A	2U	4,800	LOS A	2U	5,100	LOS A
Thousand Oaks Blvd. - Morrison Ranch Rd.	4D	7,400	LOS A	4D	8,100	LOS A	4D	9,400	LOS A
Morrison Ranch Rd. - Parkmor Road	4D	9,300	LOS A	4D	10,500	LOS A	4D	11,900	LOS A
Parkmor Road - Mureau Road	4D	13,400	LOS A	4D	15,500	LOS A	4D	17,900	LOS A
Mureau Road - Highway 101	4D	15,100	LOS A	4D	17,800	LOS A	4D	20,000	LOS A
Highway 101 - Agoura Road	4D	27,500	LOS C	4D	40,100	LOS F	4D	46,500	LOS F
Agoura Road - Glen Street	2U	17,500	LOS F	2U	25,000	LOS F	2U	30,000	LOS F
Glen Street - Meadow Creek Lane	2U	16,300	LOS F	2U	22,900	LOS F	2U	28,200	LOS F
Meadow Creek Lane - Lost Hills Road	2U	23,400	LOS F	2U	24,100	LOS F	2U	29,200	LOS F
Lost Hills Road - Mulholland Highway	2U	18,900	LOS F	2U	24,900	LOS F	2U	31,600	LOS F
Malibu Canyon Road	2	20,700	LOS D	2	26,500	LOS F	2	31,200	LOS F
Agoura Road									
Vendell Road - Lost Hills Road	4D	1,600	LOS A	4D	3,500	LOS A	4D	4,100	LOS A
Lost Hills Road - Las Virgenes Road	4D	8,800	LOS A	4D	13,300	LOS A	4D	13,800	LOS A
Mureau Road									
Las Virgenes Road - Mountain Gate Dr.	4D	3,700	LOS A	4D	4,700	LOS A	4D	7,800	LOS A
Mountain Gate Dr. - Crummer Canyon	4D	3,400	LOS A	4D	4,300	LOS A	4D	7,200	LOS A
Crummer Canyon - Calabasas Road	2U	6,200	LOS A	2U	7,300	LOS A	2U	12,500	LOS F
Calabasas Road									
Mureau Road - Parkway Calabasas	2U	6,600	LOS A	2U	7,600	LOS B	2U	18,100	LOS F
Parkway Calabasas - Park Granada Blvd.	4D	12,500	LOS A	4D	18,100	LOS A	4D	27,100	LOS C
Park Granada Blvd. - Mulholland Drive	2U	16,500	LOS F	2U	27,100	LOS F	2U	33,700	LOS F
Parkway Calabasas									
Calabasas Road - Park Granada Blvd.	4D	7,300	LOS A	4D	15,100	LOS A	4D	17,500	LOS A
Park Granada Road - Park Entrada	4D	8,900	LOS A	4D	13,300	LOS A	4D	14,700	LOS A
Park Entrada - Paseo Primaro	4D	6,200	LOS A	4D	9,700	LOS A	4D	11,000	LOS A
Paseo Primario - Camino Portal	4D	3,700	LOS A	4D	7,000	LOS A	4D	8,100	LOS A
Camino Portal - Palmilla Drive	2U	1,500	LOS A	2U	5,100	LOS A	2U	6,200	LOS A
Park Granada Boulevard									
Parkway Calabasas - Park Capri	4D	3,900	LOS A	4D	7,900	LOS A	4D	8,200	LOS A
Park Sorrento - Calabasas Road	4D	9,400	LOS A	4D	14,200	LOS A	4D	14,200	LOS A

Table J - Average Daily Traffic (ADT) and Level of Service (LOS) Summary (1)

oadway Segment	Existing			Existing + Committed			Planning Commission Alt.		
	Ln.	Vols.		Ln.	Vols.	LOS	Ln.	Vols.	LOS
ld Topanga Road									
Mulholland Drive - Vicasa Road	2U	10,300	LOS D	2U	12,400	LOS E	2U	15,400	LOS F
Vicasa Road - Bluebird Drive	2U	8,800	LOS C	2U	10,500	LOS D	2U	13,000	LOS F
Bluebird Dr. - Mulholland Highway	2U	7,000	LOS A	2U	8,700	LOS B	2U	11,200	LOS D
Mulholland Highway - Cold Creek Road	2U	2,500	LOS A	2U	4,000	LOS A	2U	4,800	LOS A
opanga Canyon Road (SR-27)									
Mulholland Drive - Cezanne Avenue	4U	14,000	LOS A	4U	16,800	LOS A	4U	20,300	LOS B
ulholland Highway									
Las Virgenes Road - Stunt Road	2U	1,900	LOS A	2U	3,200	LOS A	2U	9,300	LOS C
Stunt Road - Canyon Drive	2U	2,700	LOS A	2U	2,600	LOS A	2U	4,300	LOS A
Canyon Drive - Dry Canyon	2U	4,800	LOS A	2U	4,700	LOS A	2U	6,500	LOS A
Dry Canyon - Old Topanga South	2U	6,900	LOS A	2U	8,300	LOS B	2U	10,800	LOS D
Old Topanga South - Old Topanga North	2U	7,100	LOS A	2U	8,400	LOS B	2U	10,800	LOS D
Old Topanga North - Declaration Ave.	2U	7,900	LOS B	2U	7,800	LOS B	2U	9,800	LOS C
Declaration Ave. - Mulholland Drive	4U	13,400	LOS A	4U	13,600	LOS A	4U	17,200	LOS A
entura Freeway (SR-101) *									
Woodlake Ave. - Mulholland Drive	8	166,000	LOS E	10	203,800	LOS D	10	223,900	LOS F
Mulholland Dr. - Calabasas Parkway	8	157,000	LOS D	10	187,600	LOS D	10	205,500	LOS D
Calabasas Parkway - Las Virgenes Rd.	8	152,000	LOS D	10	183,600	LOS D	10	195,500	LOS D
Las Virgenes Rd. - Lost Hills Rd.	8	136,000	LOS C	10	173,100	LOS D	10	181,200	LOS D
Lost Hills Road - Liberty Canyon	8	142,000	LOS D	10	176,400	LOS D	10	185,800	LOS D

ote:

) Based on existing and committed circulation infrastructure.

Caltrans Route Concept Report proposes to add one HOV lane in each direction along the Ventura Freeway.

- Undivided roadway

- Divided roadway

Table K - Planning Commission Alternative Roadway Improvement Mitigation Measures

Roadway Segment	LOS Guidelines (1)	Without Improvements Lanes	Without Improvements LOS	Improvements	LOS w/ Imp.
Lost Hills Road					
Highway 101 - Canwood Street	LOS C	2	LOS B	No Improvements	LOS B
Highway 101 Overcrossing	LOS C	2	LOS F	Widen to 6 lanes (2)	LOS C
Highway 101 - Agoura Road	LOS C	4	LOS E	Widen to 6 lanes (2)	LOS C
Agoura Road - Malibu Hills Road	LOS C	4	LOS B	No Improvements	LOS B
Malibu Hills Rd. - Meadow Creek Lane	LOS C	4	LOS A	No Improvements	LOS A
Meadow Creek Lane - Las Virgenes Road	LOS C	4	LOS A	No Improvements	LOS A
Las Virgenes Road					
North of Thousand Oaks Blvd.	LOS C	2	LOS A	No Improvements	LOS A
Thousand Oaks Blvd. - Morrison Ranch R	LOS C	4	LOS A	No Improvements	LOS A
Morrison Ranch Rd. - Parkmor Road	LOS C	4	LOS A	No Improvements	LOS A
Parkmor Road - Mureau Road	LOS C	4	LOS A	No Improvements	LOS A
Mureau Road - Highway 101	LOS C	4	LOS A	No Improvements	LOS A
Highway 101 - Agoura Road	LOS E	4	LOS F	Widen to 6 lanes	LOS E
Agoura Road - Glen Street	LOS C	2	LOS F	Widen to 4 lanes	LOS C
Glen Street - Meadow Creek Lane	LOS C	2	LOS F	Widen to 4 lanes	LOS C
Meadow Creek Lane - Lost Hills Road	LOS C	2	LOS F	Widen to 4 lanes	LOS C
Lost Hills Road - Mulholland Highway	LOS F	2	LOS F	No Improvements	LOS F
Malibu Canyon Road	LOS F	2	LOS F	No Improvements	LOS F
Agoura Road					
Vendell Road - Lost Hills Road	LOS C	4	LOS A	No Improvements	LOS A
Lost Hills Road - Las Virgenes Road	LOS C	4	LOS A	No Improvements	LOS A
Mureau Road					
Las Virgenes Road - Mountain Gate Dr.	LOS C	4	LOS A	No Improvements	LOS A
Mountain Gate Dr. - Crummer Canyon	LOS C	4	LOS A	No Improvements	LOS A
Crummer Canyon - Calabasas Road	LOS F	2	LOS F	Improvements (3)	N/D
Calabasas Road					
Mureau Road - Parkway Calabasas	LOS F	2	LOS F	Improvements (3)	N/D
Parkway Calabasas - Park Granada Blvd.	LOS C	4	LOS C	No Improvements	LOS C
Park Granada Blvd. - Mulholland Drive	LOS F	2	LOS F	No Improvements	LOS F
Parkway Calabasas					
Calabasas Road - Park Granada Blvd.	LOS C	4	LOS A	No Improvements	LOS A
Park Granada Road - Park Entrada	LOS C	4	LOS A	No Improvements	LOS A
Park Entrada - Paseo Primaro	LOS C	4	LOS A	No Improvements	LOS A
Paseo Primario - Camino Portal	LOS C	4	LOS A	No Improvements	LOS A
Camino Portal - Palmilla Drive	LOS C	2	LOS A	No Improvements	LOS A
Park Granada Boulevard					
Parkway Calabasas - Park Capri	LOS C	4	LOS A	No Improvements	LOS A
Park Sorrento - Calabasas Road	LOS C	4	LOS A	No Improvements	LOS A

Table K - Planning Commission Alternative Roadway Improvement Mitigation Measures

Roadway Segment	LOS Guidelines (1)	Without Improvements Lanes	Without Improvements LOS	Improvements	LOS w/ Imp.
Old Topanga Road					
Mulholland Drive - Vicasa Road	LOS C	2	LOS F	Improve striping (4)	LOS C
Vicasa Road - Bluebird Drive	LOS C	2	LOS F	Improve striping (4)	LOS C
Bluebird Dr. - Mulholland Highway	LOS C	2	LOS D	Improve striping (4)	LOS C
Mulholland Highway - Cold Creek Road	LOS C	2	LOS A	No Improvements	LOS A
Topanga Canyon Road (SR-27)					
Mulholland Drive - Cezanne Avenue	LOS C	4	LOS B	No Improvements	LOS B
Mulholland Highway					
Las Virgenes Road - Stunt Road	LOS C	2	LOS C	No Improvements	LOS C
Stunt Road - Canyon Drive	LOS C	2	LOS A	No Improvements	LOS A
Canyon Drive - Dry Canyon	LOS C	2	LOS A	No Improvements	LOS A
Dry Canyon - Old Topanga Rd. (South)	LOS D	2	LOS D	Improve striping (5)	LOS D
Old Topanga (South) - Old Topanga (Nor	LOS D	2	LOS D	Improve striping (5)	LOS D
Old Topanga (North) - Declaration Ave.	LOS C	2	LOS C	Improve striping (5)	LOS C
Declaration Ave. - Mulholland Drive	LOS C	4	LOS A	Improve striping (5)	LOS A
Ventura Freeway (SR-101)					
Woodlake Ave. - Mulholland Drive	LOS E	10	LOS F	No Improvements	LOS F
Mulholland Dr. - Calabasas Parkway	LOS E	10	LOS D	No Improvements	LOS D
Calabasas Parkway - Las Virgenes Rd.	LOS E	10	LOS D	No Improvements	LOS D
Las Virgenes Rd. - Lost Hills Rd.	LOS E	10	LOS D	No Improvements	LOS D
Lost Hills Road - Liberty Canyon	LOS E	10	LOS D	No Improvements	LOS D

Note:

1. Where forecast General Plan LOS are not within desired LOS and required improvements to achieve desired LOS are prohibitive, LOS Guidelines have been adjusted to maintain consistency between the General Plan Circualtion and Land Use elements.
2. Lost Hills Bridge and Thoroughfare Construction Improvement Program.
3. Examine opportunities to provide a bridge structure over the Ventura Freeway via the extension of Calabasas Road which will also act as an alternate emergency detour route for the Ventura Freeway.
4. Re-stripe the existing roadway to provide adequate transitions between the two lane and four lane segments.
5. Provide striping improvements such as adequate transitions between 2 and 4 lane facilities and provide turn pockets along Mulholland Highway to improve traffic circulation.

Table L - Existing, Committed, Project and Project Improvements Intersection Level of Service Summary

Intersection Location	Existing Conditions				Existing + Committed Projects				Existing + Committed + Project				With Project Improvements			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
1. Lost Hills Road/Highway 101 Westbound Ramps	0.60	A	1.16	F	0.83	D	1.66	F	0.96	E	1.92	F	0.43	A	0.32	A
2. Lost Hills Road/Highway 101 Eastbound Ramps	1.73	F	1.34	F	2.63	F	2.05	F	3.16	F	2.43	F	0.47	A	0.75	C
3. Lost Hills Road/Agoura Road	0.61	B	0.72	C	0.90	D	1.06	F	0.97	E	1.19	F	0.69	B	0.81	D
4. Las Virgenes Road/Mureau Road	0.30	A	0.41	A	0.34	A	0.48	A	0.45	A	0.57	A	–	-	–	-
5. Las Virgenes Road/Highway 101 Westbound Ramps	0.77	C	0.57	A	1.01	E	0.68	B	1.17	F	0.81	D	0.56	A	0.74	C
6. Las Virgenes Road/Highway 101 Eastbound Ramps	0.85	D	0.78	C	0.85	D	0.85	D	0.95	E	0.98	E	0.75	C	0.77	C
7. Las Virgenes Road/Agoura Road	0.87	D	0.69	B	0.97	E	0.83	D	1.09	F	0.90	D	0.83	D	0.77	C
8. Highway 101 Westbound Off-Ramp/Ventura Blvd.	0.61	B	0.63	B	0.35	A	0.43	A	0.64	B	0.60	A	–	-	–	-
9. Parkway Calabasas/Highway 101 Westbound On-Ramp	1.02	E	1.21	F	0.59	A	0.83	D	0.82	D	1.02	E	0.67	B	0.80	C
10. Parkway Calabasas/Highway 101 Eastbound Ramps	0.69	B	1.02	E	0.81	D	0.78	C	1.39	F	1.22	F	0.94	E	0.98	E
11. Parkway Calabasas/Calabasas Road	0.85	D	0.86	D	1.01	E	1.05	F	1.59	F	1.57	F	1.04	E	1.08	F

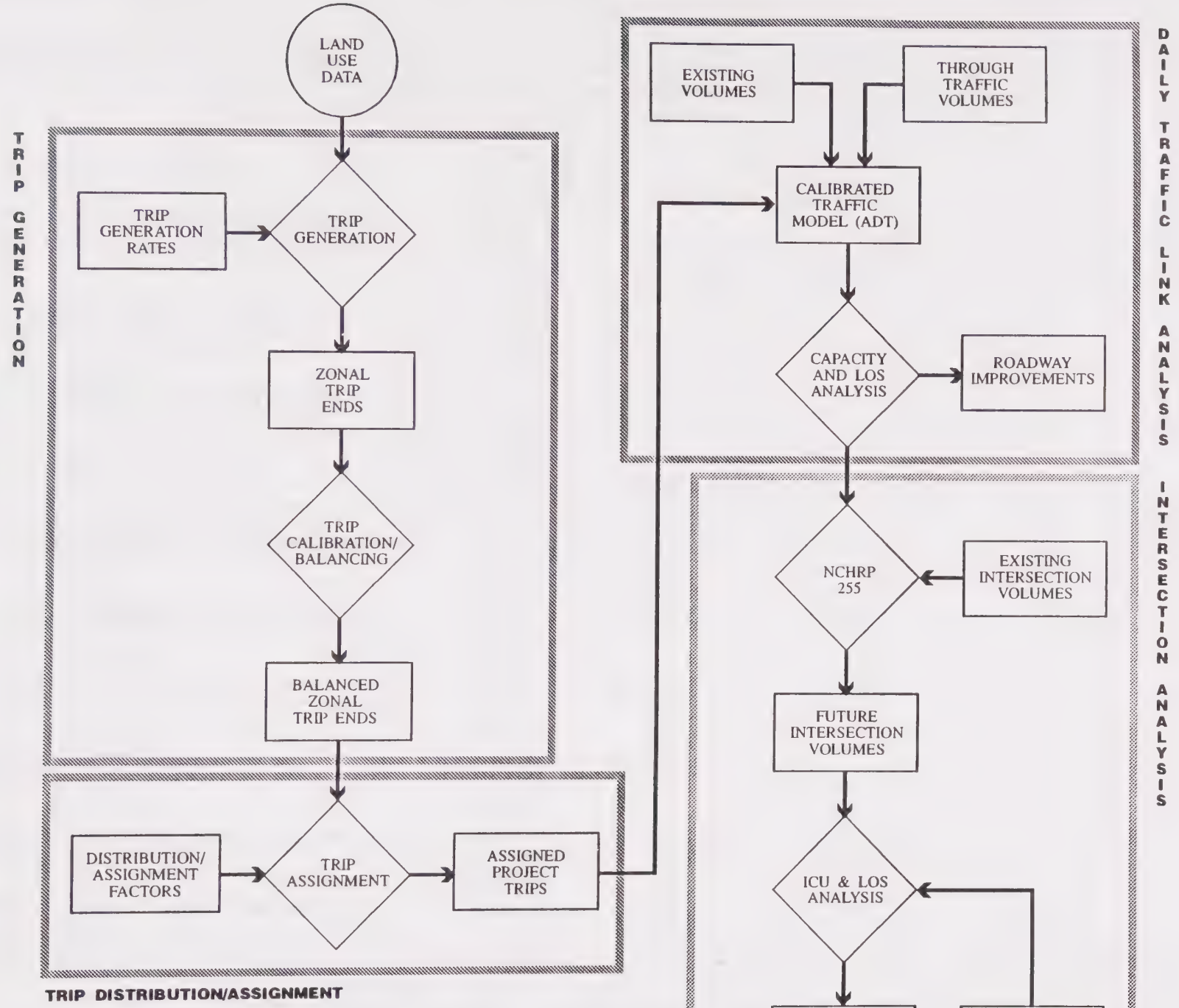
Notes:
ICU - Intersection Capacity Utilization
LOS - Level of Service
– - No project improvements

Table M - Existing, Conditioned, and Proposed Intersection Lane Geometrics

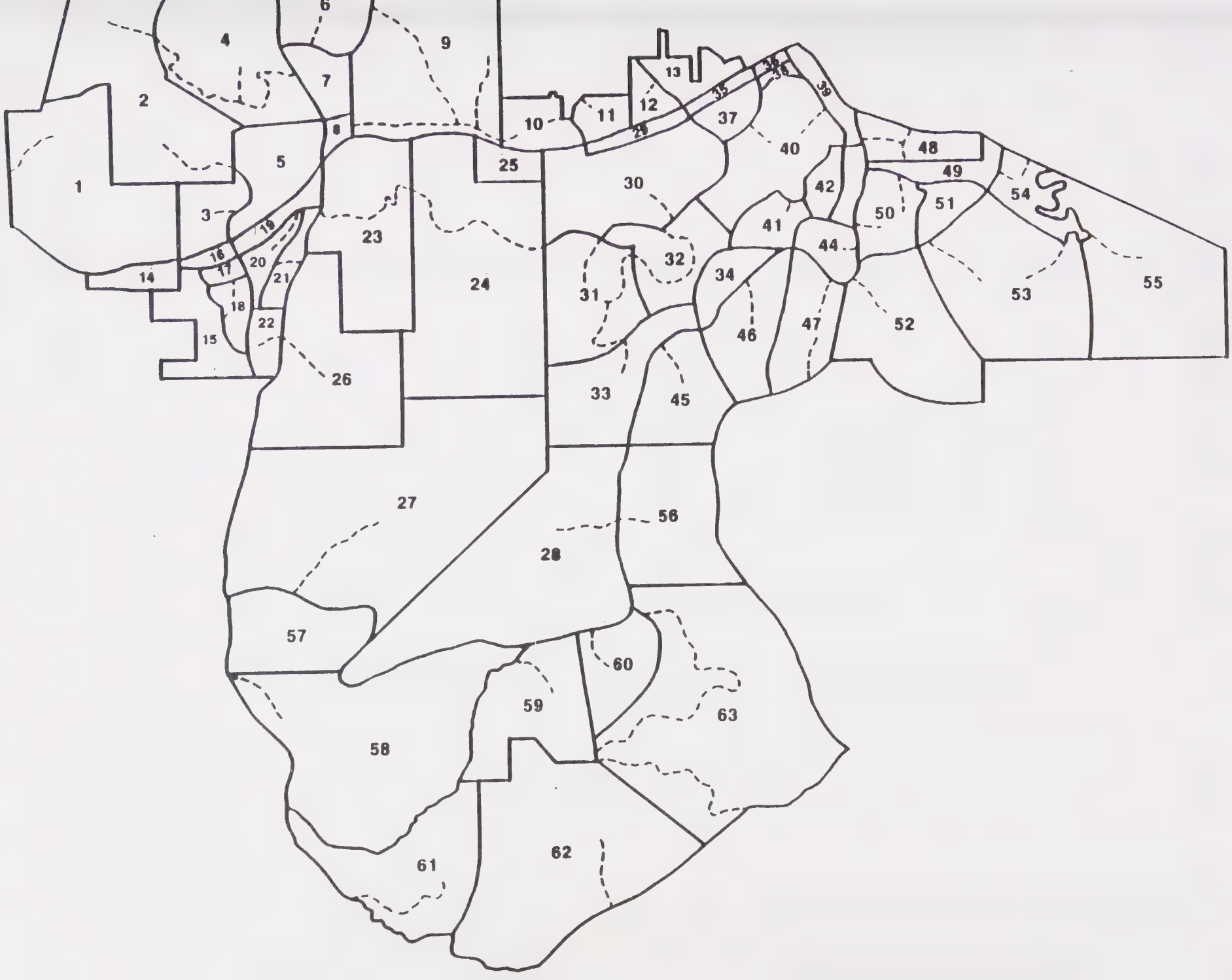
Intersection Location	Improvements (1)	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1. Lost Hills Road/Highway 101 Westbound Ramps	Existing	0	1	0	0	1	1	0	0	0	1	0	1
	Committed	-	-	-	-	-	-	-	-	-	-	-	-
	Project	0	2	Free	0	2	Free	-	-	-	-	-	-
2. Lost Hills Road/Highway 101 Eastbound Ramps	Existing	0	1	0	0	1	0	1	0	1	0	0	0
	Committed	-	-	-	-	-	-	-	-	-	-	-	-
	Project	0	3	Free	1	2	0	1	0	Free	-	-	-
3. Lost Hills Road/Agoura Road	Existing	1	2	0	1	2	0	1	2	0	1	2	1
	Committed	-	-	-	-	-	-	-	-	-	-	-	-
	Project	1	3	0	2	2	1	1	3	0	1	2	2
4. Las Virgenes Road/Mureau Road	Existing	0	2	0	1	2	0	0	0	0	1	0	1
	Committed	-	-	-	-	-	-	-	-	-	-	-	-
	Project	-	-	-	-	-	-	-	-	-	-	-	-
5. Las Virgenes Road/Highway 101 Westbound Ramps	Existing	1	2	0	0	2	0	0	0	0	2	0	1
	Committed	2	2	0	0	2	1	-	-	-	-	-	-
	Project	-	-	-	-	-	-	-	-	-	3	0	1
6. Las Virgenes Road/Highway 101 Eastbound Ramps	Existing	1	2	0	1	2	0	0	1	1	0	1	0
	Committed	1	3	1	1	3	1	1	2	1	-	-	-
	Project	-	-	-	-	-	-	0	4	0	-	-	-
7. Las Virgenes Road/Agoura Road	Existing	1	2	0	0	1	1	2	0	1	0	0	0
	Committed	1	3	0	0	2	0	-	-	-	-	-	-
	Project	-	-	-	0	2	1	-	-	-	-	-	-
8. Highway 101 Westbound Off-Ramp/Ventura Blvd.	Existing	1	0	1	0	0	0	0	1	0	0	1	0
	Committed	2	0	1	-	-	-	-	-	-	0	2	0
	Project	-	-	-	-	-	-	-	-	-	-	-	-
9. Parkway Calabasas/Highway 101 Westbound On-Ramp	Existing	0	1	0	0	1	0	0	0	0	0	0	0
	Committed	0	2	Free	0	2	0	-	-	-	-	-	-
	Project	-	-	-	-	-	-	-	-	-	-	-	-
10. Parkway Calabasas/Highway 101 Eastbound Ramps	Existing	0	1	Free	1	1	0	1	0	1	0	0	0
Highway 101 On-Off Ramps/Calabasas Road (2)	Committed	0	0	0	2	0	Free	1	1	0	0	1	Free
	Project	-	-	-	-	-	-	1	2	0	0	2	Free
11. Parkway Calabasas/Calabasas Road	Existing	1	2	1	1	2	0	1	2	0	1	2	1
	Committed	1	2	1	1	2	0	1	2	1	1	1	1
	Project	2	2	1	2	2	1	2	2	1	2	2	1

Notes:

1. Where no lane geometrics are provided the previous intersection conditions prevail or no further improvements are recommended.
2. Highway 101 Eastbound on/off-ramps have been re-aligned from Parkway Calabasas to Calabasas Road.



Calabasas General Plan
Traffic Forecasting Procedure


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DAILY TRIP GENERATION BY ZONE (EXISTING)

Zone	Residential			Office (Sq.Ft.)	Commercial (Sq.Ft.)	Total
	Single Family (DU)	Multi-Family (DU)	Mobile Home (Unit)			
1						0
2						0
3	2,800					2,800
4					55	55
5						0
6	2,070	5,268				7,338
7	3,580	1,800				5,380
8				2,807		2,807
9	400					400
10						0
11						0
12				502		502
13				7,794		7,794
14						0
15						0
16						0
17				502		502
18	3,150					3,150
19				2,368	8,599	10,967
20		1,440		2,619		4,059
21	900	756		596	823	3,075
22	500	3,600				4,100
23					320	320
24						0
25				1,552		1,552
26						0
27	200	30	30			260
28	200	30	50			280
29					3,110	3,110
30	3,300			1,788	6,632	11,720
31	3,200					3,200
32	6,000					6,000
33	500					500
34			1,050			1,050
35				1,505	2,836	4,341
36					6,175	6,175
37		612				612
38		216				216
39	50	240		2,462		2,752
40	6,900	996		4,062	412	12,369
41	600					600
42	1,600					1,600
43	1,400					1,400
44	200					200
45	770					770
46	2,000					2,000
47	800	60	65			925
48	2,000	30				2,030
49	3,250	462		220	1,875	5,807
50	3,250					3,250
51	3,250					3,250
52						0
53	5,700					5,700
54	700		250			950
55	500	120	400			1,020
56	50	12	15			77
57	70	6	10			86
58	480	30	100			610
59	50	12	15			77
60	50	12	15			77
61	100	30	25			155
62	50	12	15			77
63	50	12	15			77
	60,670	15,786	2,055	28,776	30,837	138,123
			78,511		59,612	

LAND USE BY ZONE (EXISTING)

Zone	Residential			Office	Commercial
	Single Family (DU)	Multi-Family (DU)	Mobile Home (Unit)	(Sq.Ft.)	(Sq.Ft.)
1					
2					
3	280				
4					1,568
5					
6	207	878			
7	358	300			
8				233,917	
9	40				
10					
11					
12				41,818	
13				649,480	
14					
15					
16					
17				41,818	
18	315				
19				197,327	245,678
20		240		218,236	
21	90	126		49,658	23,522
22	50	600			
23					9,148
24					
25				129,373	
26					
27	20	5	6		
28	20	5	10		
29					88,862
30	330			148,975	189,486
31	320				
32	600				
33	50				
34			210		
35				125,453	81,022
36					176,418
37		102			
38		36			
39	5	40		205,168	
40	690	166		338,461	11,761
41	60				
42	160				
43	140				
44	20				
45	77				
46	200				
47	80	10	13		
48	200	5			
49	325	77		18,295	53,579
50	325				
51	325				
52					
53	570				
54	70		50		
55	50	20	80		
56	5	2	3		
57	7	1	2		
58	48	5	20		
59	5	2	3		
60	5	2	3		
61	10	5	5		
62	5	2	3		
63	5	2	3		
Totals	6,067	2,631	411	2,397,978	881,045
			9,109		3,279,023

LAND USE BY ZONE (EXISTING PLUS COMMITTED PROJECTS)

Zone	Residential			Office (Sq.Ft.)	Commercial (Sq.Ft.)
	Single Family (DU)	Multi-Family (DU)	Mobile Home (Unit)		
1	0	25	0	0	0
2	0	0	0	0	0
3	280	0	0	0	0
4	0	0	0	0	1,568
5	0	0	0	0	0
6	207	878	0	0	0
7	358	300	0	0	0
8	0	0	0	251,455	0
9	40	0	0	0	0
10	0	0	0	0	0
11	0	0	0	0	0
12	0	0	0	41,818	0
13	0	0	0	649,480	0
14	0	0	0	0	0
15	0	0	0	0	0
16	0	0	0	401,792	0
17	0	0	0	177,981	0
18	315	0	0	101,163	0
19	0	0	0	298,490	326,609
20	0	240	0	471,143	0
21	90	126	0	93,775	43,755
22	50	600	0	0	0
23	0	0	0	0	190,000
24	550	0	0	0	0
25	0	0	0	129,373	0
26	0	0	0	0	160,000
27	20	5	6	0	0
28	20	5	10	0	0
29	0	0	0	0	88,862
30	330	0	0	148,975	189,486
31	320	0	0	0	0
32	600	0	0	0	0
33	50	0	0	0	0
34	0	0	210	0	0
35	0	0	0	125,453	81,022
36	0	0	0	0	176,418
37	0	102	0	1,395,000	200,000
38	0	36	0	0	0
39	5	40	0	205,168	0
40	690	166	0	338,461	11,761
41	60	0	0	0	0
42	160	0	0	0	0
43	140	0	0	0	0
44	20	0	0	0	0
45	77	0	0	0	0
46	200	0	0	0	0
47	80	10	13	0	0
48	200	5	0	0	0
49	325	77	0	18,295	53,579
50	325	0	0	0	0
51	325	0	0	0	0
52	0	0	0	0	0
53	570	0	0	0	0
54	70	0	50	0	0
55	50	20	80	0	0
56	5	2	3	0	0
57	70	6	2	0	0
58	48	5	20	0	0
59	5	2	3	0	0
60	5	2	3	0	0
61	10	5	5	0	0
62	5	2	3	0	0
63	5	2	3	0	0
Totals	6,680	2,661	411 9,752	4,847,820	1,523,060 6,370,880

DAILY TRIP GENERATION BY ZONE (EXISTING PLUS COMMITTED PROJECTS)

Zone	Residential Single Family (DU)	Residential Multi-Family (DU)	Residential Mobile Home (Unit)	Office (Sq.Ft.)	Commercial (Sq.Ft.)	Total
1		150				150
2						0
3	2,800					2,800
4					55	55
5						0
6	2,070	5,268				7,338
7	3,580	1,800				5,380
8				3,017		3,017
9	400					400
10						0
11						0
12				502		502
13				7,794		7,794
14						0
15						0
16				4,822		4,822
17				2,136		2,136
18	3,150			1,214		4,364
19				3,582	11,431	15,013
20		1,440		5,654		7,094
21	900	756		1,125	1,531	4,313
22	500	3,600				4,100
23					6,650	6,650
24	5,500					5,500
25				1,552		1,552
26					5,600	5,600
27	200	30	30			260
28	200	30	50			280
29					3,110	3,110
30	3,300			1,788	6,632	11,720
31	3,200					3,200
32	6,000					6,000
33	500					500
34			1,050			1,050
35				1,505	2,836	4,341
36					6,175	6,175
37		612		16,740	7,000	24,352
38		216				216
39	50	240		2,462		2,752
40	6,900	996		4,062	412	12,369
41	600					600
42	1,600					1,600
43	1,400					1,400
44	200					200
45	770					770
46	2,000					2,000
47	800	60	65			925
48	2,000	30				2,030
49	3,250	462		220	1,875	5,807
50	3,250					3,250
51	3,250					3,250
52						0
53	5,700					5,700
54	700		250			950
55	500	120	400			1,020
56	50	12	15			77
57	700	36	10			746
58	480	30	100			610
59	50	12	15			77
60	50	12	15			77
61	100	30	25			155
62	50	12	15			77
63	50	12	15			77
	66,800	15,966	2,055	58,174	53,307	196,302
			84,821		111,481	

LAND USE BY ZONE (PLANNING COMMISSION ALTERNATIVE)

Zone	Residential			Office	Commercial
	Single Family (DU)	Multi-Family (DU)	Mobile Home (Unit)	(Sq.Ft.)	(Sq.Ft.)
1	23	49		0	0
2	1			0	0
3	281			0	0
4	32			14,725	22,088
5	22			0	0
6	210	878		0	0
7	358	300		0	0
8				251,455	0
9	53			0	0
10	14			0	0
11	8			0	0
12	60			522,411	0
13	70			884,090	0
14	3			0	0
15	10			0	0
16				574,888	0
17				246,750	0
18	315	153		0	0
19				339,075	324,374
20	1	240		476,982	0
21	4	126		103,734	49,789
22	50	600		0	0
23	9	198		0	190,000
24	713			0	0
25	1			0	276,000
26	93			0	208,000
27	519	5	6	0	0
28	103	5	10	0	0
29				0	284,076
30	362	37		0	196,675
31	332			0	0
32	638			0	0
33	72			0	0
34	52		210	0	0
35				0	331,783
36				0	119,729
37	100	102		1,395,000	200,000
38		36		0	88,855
39	5	160		317,552	24,346
40	693	166		194,413	0
41	63			0	0
42	160			0	0
43	140			0	0
44	42			0	0
45	112			0	0
46	215			0	0
47	94	10	13	0	0
48	200	5		0	0
49	325	77		0	113,378
50	325			13,068	0
51	325			0	0
52	45			0	0
53	696			0	0
54	72		50	0	58,806
55	75	20	80	0	0
56	54	2	3	0	0
57	70	6	2	0	0
58	143	5	20	0	0
59	26	2	3	0	0
60	15	2	3	0	0
61	34	5	5	0	0
62	45	2	3	0	0
63	31	2	3	0	0
Totals	8,514	3,193	411	5,334,142	2,487,899
			12,118		7,822,041

DAILY TRIP GENERATION BY ZONE (PLANNING COMMISSION ALTERNATIVE)

Zone	Residential Single Family (DU)	Residential Multi-Family (DU)	Residential Mobile Home (Unit)	Office (Sq.Ft.)	Commercial (Sq.Ft.)	Total
1	230	294				524
2	10					10
3	2,810					2,810
4	320			177	773	1,270
5	220					220
6	2,100	5,268				7,368
7	3,580	1,800				5,380
8				3,017		3,017
9	530					530
10	140					140
11	80					80
12	600			6,269		6,869
13	700			10,609		11,309
14	30					30
15	100					100
16				6,899		6,899
17				2,961		2,961
18	3,150	918				4,068
19				4,069	11,353	15,422
20	10	1,440		5,724		7,174
21	40	756		1,245	1,743	3,783
22	500	3,600				4,100
23	90	1,188			6,650	7,928
24	7,130					7,130
25	10				9,660	9,670
26	930				7,280	8,210
27	5,190	30	30			5,250
28	1,030	30	50			1,110
29					9,943	9,943
30	3,620	222			6,884	10,726
31	3,320					3,320
32	6,380					6,380
33	720					720
34	520		1,050			1,570
35					11,612	11,612
36					4,191	4,191
37	1,000	612		16,740	7,000	25,352
38		216			3,110	3,326
39	50	960		3,811	852	5,673
40	6,930	996		2,333		10,259
41	630					630
42	1,600					1,600
43	1,400					1,400
44	420					420
45	1,120					1,120
46	2,150					2,150
47	940	60	65			1,065
48	2,000	30				2,030
49	3,250	462			3,968	7,680
50	3,250			157		3,407
51	3,250					3,250
52	450					450
53	6,960					6,960
54	720		250		2,058	3,028
55	750	120	400			1,270
56	540	12	15			567
57	700	36	10			746
58	1,430	30	100			1,560
59	260	12	15			287
60	150	12	15			177
61	340	30	25			395
62	450	12	15			477
63	310	12	15			337
	85,140	19,158	2,055	64,010	87,076	257,439
			106,353		151,086	

EXISTING PLUS COMMITTED PLUS PROJECT
INTERSECTION CAPACITY UTILIZATION ANALYSIS

Intersection Number: 1
North/South Roadway: Lost Hills Road
East/West Roadway: Highway 101 Westbound Ramps
Conditions: Committed Improvements

Move-ment	Lanes	Capacity	Volume AM	Volume PM	V/C Ratio AM	V/C Ratio PM
NBL	0	0	580	2,060	0.00	0.00
NBT	1	1,600	90	190	0.49	1.63
NBR	0	0	0	0	0.00	0.00
SBL	0	0	0	0	0.00	0.00
SBT	1	1,600	220	90	0.14 *	0.06 *
SBR	1	1,600	70	90	0.04	0.06 *
EBL	0	0	0	0	0.00	0.00
EBT	0	0	0	0	0.00	0.00
EBR	0	0	0	0	0.00	0.00
WBL	1	1,600	370	200	0.23 *	0.13 *
WBT	0	0	0	0	0.00	0.00
WBR	1	1,600	110	140	0.07	0.09
N/S Critical Movements					0.63	1.69
E/W Critical Movements					0.23	0.13
Clearance Interval					0.10	0.10
ICU					0.96	1.92
Level of Service (LOS)					E	F

* Critical Movement

EXISTING PLUS COMMITTED PLUS PROJECT
INTERSECTION CAPACITY UTILIZATION ANALYSIS

Intersection Number: 2
North/South Roadway: Lost Hills Road
East/West Roadway: Highway 101 Eastbound Ramps
Conditions: Committed Improvements

Move-ment	Lanes	Capacity	Volume AM	Volume PM	V/C Ratio AM		V/C Ratio PM	
NBL	0	0	0	0	0.00	*	0.00	
NBT	1	1,600	750	2,320	0.69		1.59	
NBR	0	0	360	230	0.00		0.00	
SBL	0	0	210	100	0.00		0.00	
SBT	1	1,600	500	280	0.84	*	0.45	*
SBR	0	0	0	0	0.00		0.00	
EBL	0	0	80	130	0.00		0.00	
EBT	1	1,600	0	0	0.05		0.08	
EBR	1	1,600	2,440	470	1.53	*	0.29	*
WBL	0	0	0	0	0.00		0.00	
WBT	0	0	0	0	0.00		0.00	
WBR	0	0	0	0	0.00		0.00	
N/S Critical Movements					1.53		2.04	
E/W Critical Movements					1.53		0.29	
Clearance Interval					0.10		0.10	
ICU					3.16		2.43	
Level of Service (LOS)					F		F	

* Critical Movement

EXISTING PLUS COMMITTED PLUS PROJECT
INTERSECTION CAPACITY UTILIZATION ANALYSIS

Intersection Number: 3
North/South Roadway: Lost Hills Road
East/West Roadway: Agoura Road
Conditions: Committed Improvements

Move-ment	Lanes	Capacity	Volume AM	Volume PM	V/C Ratio AM		V/C Ratio PM	
NBL	1	1,600	10	10	0.01		0.01	
NBT	2	3,200	830	1,580	0.32	*	0.52	*
NBR	0	0	180	70	0.00		0.00	
SBL	1	1,600	730	130	0.46	*	0.08	*
SBT	2	3,200	1,650	620	0.59		0.22	
SBR	0	0	230	70	0.00		0.00	
EBL	1	1,600	40	170	0.03	*	0.11	*
EBT	2	3,200	10	40	0.01		0.02	
EBR	0	0	10	10	0.00		0.00	
WBL	1	1,600	20	120	0.01		0.08	
WBT	2	3,200	30	10	0.01		0.00	
WBR	1	1,600	90	600	0.06	*	0.38	*
N/S Critical Movements					0.78		0.60	
E/W Critical Movements					0.09		0.49	
Clearance Interval					0.10		0.10	
ICU					0.97		1.19	
Level of Service (LOS)					E		F	

* Critical Movement

EXISTING PLUS COMMITTED PLUS PROJECT
INTERSECTION CAPACITY UTILIZATION ANALYSIS

Intersection Number: 4
North/South Roadway: Las Virgenes Road
East/West Roadway: Mureau Road
Conditions: Committed Improvements

Move-ment	Lanes	Capacity	Volume AM	Volume PM	V/C Ratio AM		V/C Ratio PM	
NBL	0	0	0	0	0.00		0.00	
NBT	2	3,200	210	700	0.15	*	0.26	*
NBR	0	0	280	120	0.00		0.00	
SBL	1	1,600	210	60	0.13	*	0.04	*
SBT	2	3,200	650	390	0.20		0.12	
SBR	0	0	0	0	0.00		0.00	
EBL	0	0	0	0	0.00		0.00	
EBT	0	0	0	0	0.00		0.00	
EBR	0	0	0	0	0.00		0.00	
WBL	1	1,600	110	270	0.07	*	0.17	*
WBT	0	0	0	0	0.00		0.00	
WBR	1	1,600	30	180	0.02		0.11	
N/S Critical Movements					0.28		0.30	
E/W Critical Movements					0.07		0.17	
Clearance Interval					0.10		0.10	
ICU					0.45		0.57	
Level of Service (LOS)					A		A	

* Critical Movement

EXISTING PLUS COMMITTED PLUS PROJECT
INTERSECTION CAPACITY UTILIZATION ANALYSIS

Intersection Number: 5
North/South Roadway: Las Virgenes Road
East/West Roadway: Highway 101 Westbound Ramps
Conditions: Committed Improvements

Move-ment	Lanes	Capacity	Volume AM	Volume PM	V/C Ratio AM		V/C Ratio PM	
NBL	2	2,880	220	490	0.08	*	0.17	*
NBT	2	3,200	640	460	0.20		0.14	
NBR	0	0	0	0	0.00		0.00	
SBL	0	0	0	0	0.00		0.00	
SBT	2	3,200	820	300	0.26	*	0.09	
SBR	1	1,600	340	300	0.21		0.19	*
EBL	0	0	0	0	0.00		0.00	
EBT	0	0	0	0	0.00		0.00	
EBR	0	0	0	0	0.00		0.00	
WBL	2	2,880	2,100	1,000	0.73	*	0.35	*
WBT	0	0	0	0	0.00		0.00	
WBR	1	1,600	190	440	0.12		0.28	
N/S Critical Movements					0.34		0.36	
E/W Critical Movements					0.73		0.35	
Clearance Interval					0.10		0.10	
ICU					1.17		0.81	
Level of Service (LOS)					F		D	

* Critical Movement

EXISTING PLUS COMMITTED PLUS PROJECT
INTERSECTION CAPACITY UTILIZATION ANALYSIS

Intersection Number: 6
North/South Roadway: Las Virgenes Road
East/West Roadway: Highway 101 Eastbound Ramps
Conditions: Committed Improvements

Move-ment	Lanes	Capacity	Volume AM	Volume PM	V/C Ratio AM		V/C Ratio PM	
NBL	1	1,600	0	10	0.00	*	0.01	
NBT	3	4,800	1,400	2,530	0.29		0.53	*
NBR	1	1,600	0	0	0.00		0.00	
SBL	1	1,600	20	50	0.01		0.03	*
SBT	3	4,800	2,210	1,080	0.46	*	0.23	
SBR	1	1,600	480	300	0.30		0.19	
EBL	1	1,600	600	330	0.38	*	0.21	*
EBT	2	3,200	10	10	0.00		0.00	
EBR	1	1,600	620	340	0.39		0.21	
WBL	0	0	0	10	0.00		0.00	
WBT	1	1,600	0	0	0.01	*	0.11	*
WBR	0	0	10	160	0.00		0.00	
N/S Critical Movements					0.46		0.56	
E/W Critical Movements					0.39		0.32	
Clearance Interval					0.10		0.10	
ICU					0.95		0.98	
Level of Service (LOS)					E		E	

* Critical Movement

EXISTING PLUS COMMITTED PLUS PROJECT
INTERSECTION CAPACITY UTILIZATION ANALYSIS

Intersection Number: 7
North/South Roadway: Las Virgenes Road
East/West Roadway: Agoura Road
Conditions: Committed Improvements

Move-ment	Lanes	Capacity	Volume AM	Volume PM	V/C Ratio AM		V/C Ratio PM	
NBL	1	1,600	50	80	0.03	*	0.05	*
NBT	3	4,800	1,080	1,560	0.23		0.33	
NBR	0	0	0	0	0.00		0.00	
SBL	0	0	0	0	0.00		0.00	
SBT	2	3,200	1,880	1,000	0.85	*	0.44	*
SBR	0	0	830	400	0.00		0.00	
EBL	2	2,880	320	900	0.11	*	0.31	*
EBT	0	0	0	0	0.00		0.00	
EBR	1	1,600	180	70	0.11		0.04	
WBL	0	0	0	0	0.00		0.00	
WBT	0	0	0	0	0.00	*	0.00	*
WBR	0	0	0	0	0.00		0.00	
N/S Critical Movements					0.88		0.49	
E/W Critical Movements					0.11		0.31	
Clearance Interval					0.10		0.10	
ICU					1.09		0.90	
Level of Service (LOS)					F		D	

* Critical Movement

EXISTING PLUS COMMITTED PLUS PROJECT
INTERSECTION CAPACITY UTILIZATION ANALYSIS

Intersection Number: 8
North/South Roadway: Hwy 101 Westbound Off-Ramp (Pkwy Calabasas)
East/West Roadway: Ventura Boulevard
Conditions: Committed Improvements

Move-ment	Lanes	Capacity	Volume AM	Volume PM	V/C Ratio AM		V/C Ratio PM	
NBL	2	2,880	1,100	810	0.38	*	0.28	*
NBT	0	0	0	0	0.00		0.00	
NBR	1	1,600	330	100	0.21		0.06	
SBL	0	0	0	0	0.00		0.00	
SBT	0	0	0	0	0.00		0.00	
SBR	0	0	0	0	0.00		0.00	
EBL	0	0	0	0	0.00		0.00	
EBT	1	1,600	210	80	0.13	*	0.05	*
EBR	0	0	0	0	0.00		0.00	
WBL	0	0	0	0	0.00		0.00	
WBT	2	3,200	100	550	0.03	*	0.17	*
WBR	0	0	0	0	0.00		0.00	
N/S Critical Movements					0.38		0.28	
E/W Critical Movements					0.16		0.22	
Clearance Interval					0.10		0.10	
ICU					0.64		0.60	
Level of Service (LOS)					B		B	

* Critical Movement

EXISTING PLUS COMMITTED PLUS PROJECT
INTERSECTION CAPACITY UTILIZATION ANALYSIS

Intersection Number: 9
North/South Roadway: Parkway Calabasas
East/West Roadway: Highway 101 Westbound On-Ramp
Conditions: Committed Improvements

Move-ment	Lanes	Capacity	Volume AM	Volume PM	V/C Ratio AM		V/C Ratio PM	
NBL	0	0	0	0	0.00		0.00	
NBT	2	3,200	700	240	0.22	*	0.08	*
NBR	10	0	400	720	0.00		0.00	
SBL	0	0	0	0	0.00		0.00	
SBT	2	3,200	1,050	1,700	0.50	*	0.84	*
SBR	0	0	560	990	0.00		0.00	
EBL	0	0	0	0	0.00		0.00	
EBT	0	0	0	0	0.00		0.00	
EBR	0	0	0	0	0.00		0.00	
WBL	0	0	0	0	0.00		0.00	
WBT	0	0	0	0	0.00		0.00	
WBR	0	0	0	0	0.00		0.00	
N/S Critical Movements					0.72		0.92	
E/W Critical Movements					0.00		0.00	
Clearance Interval					0.10		0.10	
ICU					0.82		1.02	
Level of Service (LOS)					D		F	

* Critical Movement

EXISTING PLUS COMMITTED PLUS PROJECT
INTERSECTION CAPACITY UTILIZATION ANALYSIS

Intersection Number: 10
North/South Roadway: Parkway Calabasas
East/West Roadway: Highway 101 Eastbound Ramps
Conditions: Committed Improvements

Move-ment	Lanes	Capacity	Volume AM	Volume PM	V/C Ratio AM		V/C Ratio PM	
NBL	0	0	0	0	0.00		0.00	
NBT	0	0	0	0	0.00	*	0.00	*
NBR	0	0	0	0	0.00		0.00	
SBL	2	2,880	960	980	0.33	*	0.34	*
SBT	0	0	0	0	0.00		0.00	
SBR	10	0	270	270	0.00		0.00	
EBL	1	1,600	390	470	0.24	*	0.29	*
EBT	1	1,600	1,530	550	0.96		0.34	
EBR	0	0	0	0	0.00		0.00	
WBL	0	0	0	0	0.00		0.00	
WBT	1	1,600	850	790	0.53	*	0.49	*
WBR	10	0	760	1,460	0.00		0.00	
N/S Critical Movements					0.33		0.34	
E/W Critical Movements					0.96		0.78	
Clearance Interval					0.10		0.10	
ICU					1.39		1.22	
Level of Service (LOS)					F		F	

Note: SBR and WBR movements are free right turns.
* Critical Movement

EXISTING PLUS COMMITTED PLUS PROJECT
INTERSECTION CAPACITY UTILIZATION ANALYSIS

Intersection Number: 11
North/South Roadway: Parkway Calabasas
East/West Roadway: Calabasas Road
Conditions: Committed Improvements

Move-ment	Lanes	Capacity	Volume AM	Volume PM	V/C Ratio AM		V/C Ratio PM	
NBL	1	1,600	650	590	0.41	*	0.37	*
NBT	2	3,200	650	210	0.20		0.07	
NBR	1	1,600	50	60	0.03		0.04	
SBL	1	1,600	440	380	0.28		0.24	
SBT	2	3,200	420	330	0.26	*	0.28	*
SBR	0	0	410	570	0.00		0.00	
EBL	1	1,600	760	230	0.48	*	0.14	*
EBT	2	3,200	1,050	700	0.33		0.22	
EBR	1	1,600	680	600	0.43		0.38	
WBL	1	1,600	50	50	0.03		0.03	
WBT	1	1,600	550	1,090	0.34	*	0.68	*
WBR	1	1,600	260	310	0.16		0.19	
N/S Critical Movements					0.67		0.65	
E/W Critical Movements					0.82		0.82	
Clearance Interval					0.10		0.10	
ICU					1.59		1.57	
Level of Service (LOS)					F		F	

* Critical Movement

EXISTING PLUS COMMITTED PLUS PROJECT
INTERSECTION CAPACITY UTILIZATION ANALYSIS

Intersection Number: 1
North/South Roadway: Lost Hills Road
East/West Roadway: Highway 101 Westbound Ramps
Conditions: Project Improvements

Move-ment	Lanes	Capacity	Volume AM	Volume PM	V/C Ratio AM		V/C Ratio PM	
NBL	0	0	0	0	0.00	*	0.00	
NBT	2	3,200	90	190	0.03		0.06	
NBR	10	0	580	2,060	0.00		0.00	
SBL	0	0	0	0	0.00		0.00	
SBT	2	3,200	220	90	0.07	*	0.03	*
SBR	10	0	70	90	0.00		0.00	
EBL	0	0	0	0	0.00		0.00	
EBT	0	0	0	0	0.00		0.00	
EBR	0	0	0	0	0.00		0.00	
WBL	1	1,600	370	200	0.23	*	0.13	*
WBT	0	0	0	0	0.00		0.00	
WBR	1	1,600	110	140	0.07		0.09	
N/S Critical Movements					0.10		0.09	
E/W Critical Movements					0.23		0.13	
Clearance Interval					0.10		0.10	
ICU					0.43		0.32	
Level of Service (LOS)					A		A	

Note: NBR and SBR movements are free right turns.
* Critical Movement

EXISTING PLUS COMMITTED PLUS PROJECT
INTERSECTION CAPACITY UTILIZATION ANALYSIS

Intersection Number: 2
North/South Roadway: Lost Hills Road
East/West Roadway: Highway 101 Eastbound Ramps
Conditions: Project Improvements

Move-ment	Lanes	Capacity	Volume AM	Volume PM	V/C Ratio AM		V/C Ratio PM	
NBL	0	0	0	0	0.00		0.00	
NBT	3	4,800	750	2,320	0.16		0.48	
NBR	10	0	360	230	0.00		0.00	
SBL	1	1,600	210	100	0.13		0.06	
SBT	2	3,200	500	280	0.16	*	0.09	*
SBR	0	0	0	0	0.00		0.00	
EBL	0	0	80	130	0.00		0.00	
EBT	1	1,600	0	0	0.05	*	0.08	*
EBR	10	0	2,440	470	0.00		0.00	
WBL	0	0	0	0	0.00		0.00	
WBT	0	0	0	0	0.00		0.00	
WBR	0	0	0	0	0.00		0.00	
N/S Critical Movements					0.32		0.57	
E/W Critical Movements					0.05		0.08	
Clearance Interval					0.10		0.10	
ICU					0.47		0.75	
Level of Service (LOS)					A		C	

Note: NBR and EBR movements are free right turns.
* Critical Movement

EXISTING PLUS COMMITTED PLUS PROJECT
INTERSECTION CAPACITY UTILIZATION ANALYSIS

Intersection Number: 3
North/South Roadway: Lost Hills Road
East/West Roadway: Agoura Road
Conditions: Project Improvements

Move-ment	Lanes	Capacity	Volume AM	Volume PM	V/C Ratio AM		V/C Ratio PM	
NBL	1	1,600	10	10	0.01	*	0.01	
NBT	3	4,800	830	1,580	0.21		0.34	*
NBR	0	0	180	70	0.00		0.00	
SBL	2	2,880	730	130	0.25		0.05	*
SBT	2	3,200	1,650	620	0.52	*	0.19	
SBR	1	1,600	230	70	0.14		0.04	
EBL	1	1,600	40	170	0.03	*	0.11	*
EBT	3	4,800	10	40	0.00		0.01	
EBR	0	0	10	10	0.00		0.00	
WBL	1	1,600	20	120	0.01		0.08	
WBT	2	3,200	30	10	0.01		0.00	
WBR	2	2,880	90	600	0.03	*	0.21	*
N/S Critical Movements					0.53		0.39	
E/W Critical Movements					0.06		0.32	
Clearance Interval					0.10		0.10	
ICU					0.69		0.81	
Level of Service (LOS)					B		D	

* Critical Movement

EXISTING PLUS COMMITTED PLUS PROJECT
INTERSECTION CAPACITY UTILIZATION ANALYSIS

Intersection Number: 5
North/South Roadway: Las Virgenes Road
East/West Roadway: Highway 101 Westbound Ramps
Conditions: Project Improvements

Move-ment	Lanes	Capacity	Volume AM	Volume PM	V/C Ratio AM		V/C Ratio PM	
NBL	2	2,880	220	490	0.08	*	0.17	*
NBT	2	3,200	640	460	0.20		0.14	
NBR	0	0	0	0	0.00		0.00	
SBL	0	0	0	0	0.00		0.00	
SBT	2	3,200	820	300	0.26	*	0.09	
SBR	1	1,600	340	300	0.21		0.19	*
EBL	0	0	0	0	0.00		0.00	
EBT	0	0	0	0	0.00		0.00	
EBR	0	0	0	0	0.00		0.00	
WBL	3	0	2,100	1,000	0.00		0.00	
WBT	0	0	0	0	0.00	*	0.00	*
WBR	1	1,600	190	440	0.12	*	0.28	*
N/S Critical Movements					0.34		0.36	
E/W Critical Movements					0.12		0.28	
Clearance Interval					0.10		0.10	
ICU					0.56		0.74	
Level of Service (LOS)					A		C	

* Critical Movement

EXISTING PLUS COMMITTED PLUS PROJECT
INTERSECTION CAPACITY UTILIZATION ANALYSIS

Intersection Number: 6
North/South Roadway: Las Virgenes Road
East/West Roadway: Highway 101 Eastbound Ramps
Conditions: Project Improvements

Move-ment	Lanes	Capacity	Volume AM	Volume PM	V/C Ratio AM		V/C Ratio PM	
NBL	1	1,600	0	10	0.00	*	0.01	
NBT	3	4,800	1,400	2,530	0.29		0.53	*
NBR	1	1,600	0	0	0.00		0.00	
SBL	1	1,600	20	50	0.01		0.03	*
SBT	3	4,800	2,210	1,080	0.46	*	0.23	
SBR	1	1,600	480	300	0.30		0.19	
EBL	0	0	600	330	0.00		0.00	*
EBT	4	6,400	10	10	0.19	*	0.11	
EBR	0	0	620	340	0.00		0.00	
WBL	0	0	0	10	0.00	*	0.00	
WBT	1	1,600	0	0	0.01		0.11	*
WBR	0	0	10	160	0.00		0.00	
N/S Critical Movements					0.46		0.56	
E/W Critical Movements					0.19		0.11	
Clearance Interval					0.10		0.10	
ICU					0.75		0.77	
Level of Service (LOS)					C		C	

* Critical Movement

EXISTING PLUS COMMITTED PLUS PROJECT
INTERSECTION CAPACITY UTILIZATION ANALYSIS

Intersection Number: 7
North/South Roadway: Las Virgenes Road
East/West Roadway: Agoura Road
Conditions: Project Improvements

Move-ment	Lanes	Capacity	Volume AM	Volume PM	V/C Ratio AM		V/C Ratio PM	
NBL	1	1,600	50	80	0.03	*	0.05	*
NBT	3	4,800	1,080	1,560	0.23		0.33	
NBR	0	0	0	0	0.00		0.00	
SBL	0	0	0	0	0.00		0.00	
SBT	2	3,200	1,880	1,000	0.59	*	0.31	*
SBR	1	1,600	830	400	0.52		0.25	
EBL	2	2,880	320	900	0.11	*	0.31	*
EBT	0	0	0	0	0.00		0.00	
EBR	1	1,600	180	70	0.11		0.04	
WBL	0	0	0	0	0.00		0.00	
WBT	0	0	0	0	0.00	*	0.00	*
WBR	0	0	0	0	0.00		0.00	
N/S Critical Movements					0.62		0.36	
E/W Critical Movements					0.11		0.31	
Clearance Interval					0.10		0.10	
ICU					0.83		0.77	
Level of Service (LOS)					D		C	

* Critical Movement

EXISTING PLUS COMMITTED PLUS PROJECT
INTERSECTION CAPACITY UTILIZATION ANALYSIS

Intersection Number: 9
North/South Roadway: Parkway Calabasas
East/West Roadway: Highway 101 Westbound On-Ramp
Conditions: Project Improvements

Move-ment	Lanes	Capacity	Volume AM	Volume PM	V/C Ratio AM		V/C Ratio PM	
NBL	0	0	0	0	0.00		0.00	
NBT	2	3,200	700	240	0.22	*	0.08	*
NBR	10	0	400	720	0.00		0.00	
SBL	0	0	0	0	0.00		0.00	
SBT	2	3,200	1,050	1,700	0.33		0.53	
SBR	1	1,600	560	990	0.35	*	0.62	*
EBL	0	0	0	0	0.00		0.00	
EBT	0	0	0	0	0.00		0.00	
EBR	0	0	0	0	0.00		0.00	
WBL	0	0	0	0	0.00		0.00	
WBT	0	0	0	0	0.00		0.00	
WBR	0	0	0	0	0.00		0.00	
N/S Critical Movements					0.57		0.70	
E/W Critical Movements					0.00		0.00	
Clearance Interval					0.10		0.10	
ICU					0.67		0.80	
Level of Service (LOS)					B		C	

Note: NBR turn is a free right turn.
* Critical Movement

EXISTING PLUS COMMITTED PLUS PROJECT
INTERSECTION CAPACITY UTILIZATION ANALYSIS

Intersection Number: 10
North/South Roadway: Parkway Calabasas
East/West Roadway: Highway 101 Eastbound Ramps
Conditions: Project Improvements

Move-ment	Lanes	Capacity	Volume AM	Volume PM	V/C Ratio AM		V/C Ratio PM	
NBL	0	0	0	0	0.00		0.00	
NBT	0	0	0	0	0.00	*	0.00	*
NBR	0	0	0	0	0.00		0.00	
SBL	2	2,880	960	980	0.33	*	0.34	*
SBT	0	0	0	0	0.00		0.00	
SBR	10	0	270	270	0.00		0.00	
EBL	1	1,600	390	470	0.24	*	0.29	*
EBT	2	3,200	1,530	550	0.48		0.17	
EBR	0	0	0	0	0.00		0.00	
WBL	0	0	0	0	0.00		0.00	
WBT	2	3,200	850	790	0.27	*	0.25	*
WBR	10	0	760	1,460	0.00		0.00	
N/S Critical Movements					0.33		0.34	
E/W Critical Movements					0.51		0.54	
Clearance Interval					0.10		0.10	
ICU					0.94		0.98	
Level of Service (LOS)					E		E	

Note: SBR and WBR movements are free right turns.
* Critical Movement

EXISTING PLUS COMMITTED PLUS PROJECT
INTERSECTION CAPACITY UTILIZATION ANALYSIS

Intersection Number: 11
North/South Roadway: Parkway Calabasas
East/West Roadway: Calabasas Road
Conditions: Project Improvements

Move-ment	Lanes	Capacity	Volume AM	Volume PM	V/C Ratio AM		V/C Ratio PM	
NBL	2	2,880	650	590	0.23	*	0.20	*
NBT	2	3,200	650	210	0.20		0.07	
NBR	1	1,600	50	60	0.03		0.04	
SBL	2	2,880	440	380	0.15		0.13	
SBT	2	3,200	420	330	0.13		0.10	
SBR	1	1,600	410	570	0.26	*	0.36	*
EBL	2	2,880	760	230	0.26		0.08	*
EBT	2	3,200	1,050	700	0.33		0.22	
EBR	1	1,690	680	600	0.43	*	0.38	
WBL	2	2,880	50	50	0.02	*	0.02	
WBT	2	3,200	550	1,090	0.17		0.34	*
WBR	1	1,600	260	310	0.16		0.19	
N/S Critical Movements					0.49		0.56	
E/W Critical Movements					0.45		0.42	
Clearance Interval					0.10		0.10	
ICU					1.04		1.08	
Level of Service (LOS)					F		F	

* Critical Movement

PRELIMINARY DRAFT
CITY OF CALABASAS
GENERAL PLAN
TRAFFIC ANALYSIS

December 9, 1993

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INTRODUCTION

The following report provides the results of the traffic modelling and impact analysis for the City of Calabasas General Plan. The analysis presented in this report examines the following traffic conditions:

1. Existing
2. Existing plus committed projects and committed improvements
3. Existing plus committed projects and committed improvements, plus General Plan build out
4. Existing plus committed projects and committed improvements, plus General Plan build out with proposed improvements
5. Existing plus committed projects and committed improvements, plus General Plan build out plus Ahmanson Ranch.

It should be noted that Ahmanson Ranch is an approved project, currently in litigation. At the direction of the City of Calabasas, Ahmanson Ranch is not included in the traffic/circulation analysis as a committed project but is included in the Cumulative Impacts Section of the EIR.

Calabasas Traffic Forecasting Model (CTFM)

The traffic analysis is based on the calibrated City of Calabasas Traffic Forecasting Model (CTFM). The model generates daily trips for 63 traffic analysis zones (TAZ) within the City and General Plan study area, based on calibrated trip generation rates, and assigns these trips to approximately 50 arterial and freeway links in the project study area. The traffic model has been calibrated to include through traffic, i.e., traffic using the City of Calabasas arterials but not having origins or destinations within the City.

The traffic analysis for the City of Calabasas General Plan utilizes the CTFM to forecast future average daily traffic (ADT) volumes along the City's circulation network. Future traffic assignments are based on a demand-driven model that assigns traffic along the most logical travel corridor between the origin and the destination zone.

Impact Analysis

The traffic analysis evaluates and determines the roadway sizing, i.e., the number of lanes required to accommodate the proposed City of Calabasas General Plan land uses, as approved by the General Plan Advisory Committee (GPAC).

For planning purposes, assigned traffic volumes were compared with roadway capacities based on appropriate design standards for the type of roadway, number of travel lanes, and desired level of service. Where forecast traffic volumes exceeded existing roadway capacities, roadway widenings

were recommended to achieve the desired levels of service identified in the General Plan Circulation Element, September 29, 1993, endorsed by the City of Calabasas Transportation Commission.

Daily traffic volume forecasts were used to derive future peak hour intersection turn volumes at eleven study area intersections located along the primary travel corridors of Lost Hills Road, Las Virgenes Road, and Calabasas Parkway.

Signal warrant analysis identified the need to signalize all study area intersections. For this reason and for ease of comparison, the intersection level of service analysis for all conditions is based on the intersection capacity utilization (ICU) methodology described in the Los Angeles County Congestion Management Program (CMP). The purpose of this analysis is to determine future intersection needs to accommodate forecast peak hour traffic volumes. Where the forecast intersection levels of service exceed intersection level of service standards set forth by the City of Calabasas Transportation Commission in the General Plan Circulation Element, intersection improvements in the form of additional turn lanes are proposed, unless precluded by physical or other limitations. Where unable to achieve the LOS standards, a signal impact occurs that is unmitigatable.

General Plan Project Improvements

Due to the large number of trips anticipated to be generated by the proposed General Plan build out and committed projects, roadway widenings and intersections improvements will be required to maintain and improve existing levels of service. Project improvements were based on widening roadways and adding turn lanes at the intersections to achieve desired levels of service recommended by the Transportation Commission in the General Plan Circulation Element, September 29, 1993.

The majority of the improvements are based on existing construction programs required to improve existing levels of service. Project improvements along Lost Hills Road are based on the Lost Hills Road Bridge and Thoroughfare Construction program which is currently not fully funded. Improvements along Las Virgenes Road at the Highway 101 interchanges and areas fronting committed project sites are included as committed improvements and funded by developer fees. Committed improvements for Parkway Calabasas are based on Caltrans' funded interchange designs anticipated to be complete in 1997.

It should be noted that significant additional improvements beyond those identified in this report were identified as being needed to improve intersection levels of service to the desired General Plan Circulation Element conditions.

Some of these and any further improvements, however, would not consistent with the recommendations put forth by the City of Calabasas Transportation Commission, as they would be in conflict with the community values identified in the General Plan Circulation Element.

Based on the analysis presented in this report, findings indicate that the proposed General Plan Circulation Element cannot achieve the desirable level of service standards for development contained in the proposed General Plan Advisory Committee (GPAC) Land Use Plan even with the programmed roadway improvements.

EXISTING SETTING

The following provides a description of the existing circulation network within the project study area. The roadways in the City of Calabasas are classified as major, secondary, limited secondary, parkway and local arterials. Major arterials are four lane roadways that are divided and/or undivided. Secondary arterials are two to four lane roadways that may be divided or undivided. Limited secondary arterials are two lane roadways that may be divided and/or undivided. Parkways are four lane divided arterials, and local arterials are two lane roadways. Main arterials in the City range in size from two to four lanes.

ARTERIAL ROADWAY NETWORK

Ventura Freeway

The study area's major access is the Ventura Freeway (U.S. 101), an east-west transportation facility. The Ventura Freeway is an eight lane freeway extending from the City of Los Angeles to the east to Ventura and Santa Barbara counties to the west. Within the study area, interchanges at Lost Hills Road, Las Virgenes Road and Parkway Calabasas provide freeway access to the study area.

Lost Hills Road

Lost Hills Road extends from the Calabasas Landfill through the western portion of Calabasas to Las Virgenes Road, and is classified as a secondary arterial north of Driver Avenue and as a major arterial south of Driver Avenue. Between the landfill and Agoura Road, Lost Hills Road is a two lane roadway, with the exception of a four lane section between Driver Avenue and Canwood Street. There is an interchange on Lost Hills Road at U.S. 101. Lost Hills Road is built as a four lane divided roadway between Agoura Road and Las Virgenes Road.

Las Virgenes Road

Las Virgenes Road extends from the Los Angeles County-Ventura County line through the western part of Calabasas, and eventually into Malibu. There is an interchange on Las Virgenes Road with U.S. 101. South of the freeway, Las Virgenes Road is a major highway. At the southern city limit, Las Virgenes Road becomes Malibu Canyon Road, and continues south to Pacific Coast Highway in Malibu. Between the Ventura County line, where the roadway terminates, and Thousand Oaks Boulevard, Las Virgenes Road is constructed as a two lane roadway. Las Virgenes Road widens to four lanes at Thousand Oaks Drive, and continues as a four lane divided roadway to

Agoura Road. South of Agoura Road, Las Virgenes Road narrows to a two lane roadway.

Agoura Road

Agoura Road is classified as a major arterial within the City of Calabasas. It is a four lane roadway from the westerly city limit to Las Virgenes Road, extending west into the City of Agoura Hills.

Mureau Road

Mureau Road is classified as a major roadway, and extends from Las Virgenes Road east approximately two miles, where it crosses the Ventura Freeway and terminates at Calabasas Road. Between Las Virgenes Road and Mountain Gate Drive, Mureau Road is a four lane divided roadway. East of Mountain Gate Drive, Mureau Road is a two lane roadway.

Calabasas Road

Calabasas Road extends from approximately three-quarters of a mile west of Mureau Road to Mulholland Drive. Calabasas Road is classified as a major roadway, but is currently constructed as a two lane roadway. The section of Calabasas Road between Parkway Calabasas and Park Granada Boulevard is a four lane divided roadway.

Parkway Calabasas

Parkway Calabasas extends from approximately three-quarters of a mile north of the Ventura Freeway interchange south through the Calabasas Park area. There is interchange at U.S. 101 and Parkway Calabasas. The road is designated as a parkway, and is constructed as a four lane divided arterial from the freeway to Ariella Drive.

Park Granada

Park Granada Boulevard is designated as a major arterial. The road is a four lane divided roadway from Parkway Calabasas to Calabasas Road.

Old Topanga Canyon

Old Topanga Canyon Road is designated as a limited secondary arterial. The facility is broken into two separate sections. The eastern segment of Old Topanga Canyon Road extends from Mulholland Drive to Mulholland High-

way. In this segment, Old Topanga Canyon Road is a two lane roadway. The western segment of Old Topanga Canyon Road intersects with Mulholland Highway. This section of Old Topanga Canyon Road is a narrow, two lane roadway.

Mulholland Highway

Mulholland Highway, classified as a parkway, extends west from Mulholland Drive, and ultimately ends at Pacific Coast Highway west of Malibu. Between Mulholland Drive and Daguerre Avenue, Mulholland Highway has two westbound lanes and one eastbound lane. Between Daguerre Avenue and Declaration Avenue, Mulholland Highway is a four lane divided roadway. Mulholland Highway narrows to two eastbound lanes and one westbound lane at Declaration Avenue. At Old Topanga Canyon Road, Mulholland Highway narrows to two lanes.

Thousand Oaks Boulevard

Thousand Oaks Boulevard is designated as a major arterial in the City of Calabasas. The roadway extends from Las Virgenes Road to the entrance of the Mountain Gate development. Between Las Virgenes Road and Parkmor Road, Thousand Oaks Boulevard is a two lane roadway; it widens to four lanes east of Parkmor Road.

Traffic Congestion and Existing Deficiencies

A majority of the roadways in the City of Calabasas provide local service between residential streets and primary arterials. The primary arterials in the City of Calabasas include Las Virgenes Road, Lost Hills Road, and Parkway Calabasas, which provide local as well as regional access to traffic between Malibu Canyon and Ventura County. Congestion on these arterials was identified during the commute period, in the vicinity of the Highway 101 interchange ramps. Improvements to the Parkway Calabasas interchange have been planned, with completion expected by 1997. The improvements are funded by developer fees.

Current conditions indicate that Las Virgenes Road and Lost Hills Road are utilized by through traffic between the freeway and the coastal area. This traffic phenomenon is locally referred to as Z-traffic. Capacity problems on both Las Virgenes Road and Lost Hills Road have been identified from the freeway interchange south to the city limit. Improvements on Las Virgenes Road are planned for the area in the vicinity of U.S. 101 to Agoura Road and at the intersection of Meadow Creek Lane. Developer fees have been identified as the funding source for the Las Virgenes Road improvements. Similar to Las Virgenes Road, improvements on Lost Hills Road are planned in the

interchange area as part of the Lost Hills Bridge and Thoroughfare Construction program. Although not fully funded, developer fees will ultimately provide the funding for these improvements.

Existing deficiencies have been identified along Topanga Canyon Road. Improvements to widen Topanga Canyon Road north of Mulholland Highway have been identified. This improvement project is headed and funded by the City of Calabasas.

CALABASAS TRAFFIC FORECASTING MODEL (CTFM)

The following provides the methodology and results for the City of Calabasas Traffic Model. The model has been calibrated to the existing daily traffic volumes based on trips generated from existing City of Calabasas land uses and estimates of through traffic from outside the City.

TRIP GENERATION RATES

The trip generation rates utilized in the CTFM are based on the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 5th edition; they are presented in Table A.

Table A - Trip Generation Rates

Land Use Designation	Daily Trip Rate	Units
Single Family Residential	10	Per dwelling unit
Multifamily Residential	6	Per dwelling unit
Mobile Home Residential	5	Per unit
Office	12	Per thousand square feet
Commercial	35[1]	Per thousand square feet

Residential and office uses reflect typical trip generation rates for those respective uses. The commercial trip generation rate is based on an initial 50 daily trips per thousand square feet (TSF) rate adjusted to 35 daily trips per TSF to account for pass-by traffic, i.e., trips attracted to the commercial center from adjacent arterials that are already on the circulation network.

LAND USE AND TRIP GENERATION

Table B provides a summary of the existing, existing plus committed, and existing plus committed plus project, i.e., General Plan Advisory Committee (GPAC) land use trip generation.

As Table B indicates, the Calabasas study area currently has approximately 9,100 dwelling units, 2.4 million sq. ft. of office, and 0.9 million sq. ft. of commercial development. This level of development generates nearly 140,000 daily trip ends.

---

[1] The commercial trip generation rate represents an average of several commercial type land uses.

Table B - Calabasas General Plan Study Area Land Use and Trip Generation

LAND USE	Existing	Existing + Committed	GPAC Alternative
Single Family Residential (DU)	6,067	6,867	8,554
Multi-Family Residential (DU)	2,631	2,656	3,035
Mobile Home (Units)	411	411	411
Total Residential	9,109	9,934	12,000
Increase	---	9%	21%
Office (Sq. Ft.)	2,398,000	4,897,800	6,012,800
Commercial (Sq. Ft.)	881,000	1,373,100	1,697,100
Total Office/Commercial	3,279,000	6,270,900	7,709,900
Increase	---	91%	23%

TRIP GENERATION	Existing	Existing + Committed	GPAC Alternative
Single Family Residential	60,700	68,700	85,500
Multi-Family Residential	15,800	15,900	18,200
Mobile Home	2,100	2,100	2,100
Total Residential	78,600	86,700	105,800
Office	28,800	58,800	72,200
Commercial	30,800	48,100	59,400
Total Office/Commercial	59,600	106,900	131,600
Total Trip Ends	138,200	193,600	237,400
Increase	---	40%	23%

Note the following trip generation rates apply:

1. Single Family Residential @ 10 daily trips per dwelling unit.
2. Multi-Family Residential @ 6 daily trips per dwelling unit.
3. Mobile Home @ 5 daily trips per dwelling unit.
4. Office @ 12 daily trips per thousand square feet.
5. Commercial @ 35 daily trips per thousand square feet.

Approved developments within the City of Calabasas will add approximately 835 new dwelling units, 2.5 million sq. ft. of office, and 0.5 million sq. ft. of commercial development. As indicated in Table B, committed projects generate an additional 55,400 daily trip ends, a 40 percent increase over existing conditions.

The project proposes in excess of 2,000 dwelling units, 1.1 million sq. ft. of office and 0.3 million sq. ft. of commercial development above the existing plus committed condition. This level of development results in a total of approximately 237,400 daily trip ends, or approximately 23 percent more than the existing plus committed condition.

TRIP TYPES

The existing daily trips were divided into two trip types, Home-Based Work (HBW) and Non Home-Based Work (NHBW), based on the County of Los Angeles Congestion Management Program (CMP) guidelines. Table C provides a summary of the daily trip purpose percentages for each land use:

Table C - Daily Trip Purpose Breakdown by Land Use

Land Use	HBW	NHBW
Residential	30%	70%
Office	65%	35%
Commercial	25%	75%

Source: Appendix D - Guidelines for CMP Transportation Impact Analysis, Exhibit D-2, p. D-8

TRIP DISTRIBUTION

The percentage of internal versus external trips was determined based on the County of Los Angeles CMP guidelines. The County of Los Angeles CMP breaks up the Los Angeles Regional Traffic Study (LARTS) modelling region into 50 Regional Statistical Areas (RSA). RSA 7 includes the area generally bounded by Agoura Hills, Calabasas, and Hidden Hills. The County of Los Angeles CMP guidelines provide 1990 and 2010 trip distribution percentages for each trip purpose. These distributions identify the percentage of traffic going to/from RSA 7 to all other RSAs. Table D provides the internal versus total external trip distribution percentages for each trip type.

Table D - Internal versus External Trip Distribution

Trip Type	Internal	External
Home-Based Work	32.9%	67.1%
Home-Based Non-Work	47.6%	52.4%
Non Home-Based Work	31.2%	68.8%
Non Home-Based Non-Work	55.8%	44.2%

Source: Appendix D - Guidelines for CMP Transportation Impact Analysis, Exhibit D-3, RSA 7

The weighted average trip distributions for all trip types by origin/destination and travel corridor are presented in Table E. As Table E indicates, approximately 45 percent of all trip types to/from the City of Calabasas are internal to the City, while the remaining 55 percent are external to the City.

TRIP ASSIGNMENT

Per the Los Angeles County CMP guidelines, the following travel patterns were used to assign internal and external trips:

1. Trips internal to the project Regional Statistical Areas (RSA) were assigned primarily along local routes, such as Calabasas Road, Mureau Road, and Agoura Road.

2. Trips from the project RSA to immediately adjacent RSAs were assigned primarily to primary arterials or freeways, such as the Ventura Freeway, Topanga Canyon Road, and Malibu Canyon Road.

3. Trips from the project RSA to RSAs not adjacent to the project RSA were assigned primarily via the Ventura Freeway.

For this modelling effort, 100 percent of the external trips from each traffic analysis zone (TAZ) within the CTFM were assigned along logical travel corridors to/from regional arterials. As both ends of an internal trip are within the City boundary, internal trip ends assigned were halved to avoid double counting. These internal trips were assigned to/from logical destinations such as home to work, home to shopping, home to school, office to commercial, etc.

TRAFFIC MODEL CALIBRATION

The City of Calabasas Traffic Forecasting Model (CTFM) calibrated the modelled daily trips along each link consistent with ground counts conducted by the City in 1990 and 1991 and by LSA Associates, Inc. in 1992. To this end, traffic assignments were adjusted to reflect daily link volumes that matched

Table E - Calabasas General Plan Study Area Trip Distributions (Based on Los Angeles County 1990 Trip Distribution Percentages)

Origin/Destination for RSA Zones	Weighted Average Trip Distribution Perentage by Travel Corridor					
	101 West	101 East	Malibu Cyn.	Topanga Cyn.	Internal	Total
Agoura Hills; Calabasas; Hidden Hills	0.0%	0.0%	0.0%	0.0%	44.0%	44.0%
Santa Clarita	0.0%	0.2%	0.0%	0.0%	0.0%	0.2%
Lancaster	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Palmdale	0.0%	0.1%	0.0%	0.0%	0.0%	0.1%
Angeles National Forest	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
W. San Fernando Valley	0.0%	19.9%	0.0%	0.0%	0.0%	19.9%
Burbank	0.0%	1.4%	0.0%	0.0%	0.0%	1.4%
Sylmar	0.0%	0.8%	0.0%	0.0%	0.0%	0.8%
Malibu	0.0%	0.0%	1.0%	1.0%	0.0%	1.9%
Santa Monica	0.0%	1.2%	0.7%	0.7%	0.0%	2.7%
West Central Los Angeles	0.0%	3.0%	0.0%	0.0%	0.0%	3.0%
Los Angeles Airport	0.0%	0.6%	0.1%	0.1%	0.0%	0.7%
Palos Verdes	0.0%	0.2%	0.0%	0.0%	0.0%	0.3%
Long Beach	0.0%	0.1%	0.0%	0.0%	0.0%	0.1%
Vernon	0.0%	0.7%	0.0%	0.0%	0.0%	0.7%
Downey	0.0%	0.2%	0.0%	0.0%	0.0%	0.2%
Downtown Los Angeles	0.0%	0.6%	0.0%	0.0%	0.0%	0.6%
Glendale	0.0%	0.7%	0.0%	0.0%	0.0%	0.7%
Pasadena	0.0%	0.5%	0.0%	0.0%	0.0%	0.5%
West Covina	0.0%	0.2%	0.0%	0.0%	0.0%	0.2%
Pomona	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Ventura County	15.1%	0.0%	3.2%	3.2%	0.0%	21.6%
Orange County	0.0%	0.3%	0.0%	0.0%	0.0%	0.3%
San Bernadino County	0.0%	0.1%	0.0%	0.0%	0.0%	0.1%
Riverside County	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Kern County	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%
	15.2%	30.6%	5.1%	5.1%	44.0%	100.0%

the existing counts. For this analysis, an error margin of +/-10 percent was deemed acceptable as it is not uncommon to observe daily traffic variations of approximately 10 percent between any two consecutive days.

Table F presents the Calibrated City of Calabasas Traffic Forecasting Model. The Table presents 44 arterial links within the City of Calabasas, the existing ADT ground count, through traffic, the modelled ADTs, and the calibration. As the Table indicates, modelled traffic volumes include trips generated from within the City and trips generated as a result of through traffic, i.e., traffic using the City of Calabasas arterials but not having origins or destinations within the City.

As the Table suggests, all but one of the links was modelled within +/-10 percent of the existing ground count. It should be noted that the error margin for the link not modelled at +/-10 percent varies by less than 700 daily trips from the existing ground count. This is not considered a significant deviation.

Existing Through Traffic

The City of Calabasas has identified a circulation phenomenon characterized by traffic traveling between areas to the west along Highway 101 and coastal cities via City roadways, such as Las Virgenes Road and Lost Hills Road. As Table F indicates, the traffic model calibration process estimates the amount of through traffic along Las Virgenes Road to be between 7,000 ADT and 13,500 ADT. The model also suggests through traffic along Lost Hills Road, south of Highway 101, on the order of about 4,500 ADT, and Mulholland Highway, west of Las Virgenes Road, on the order of about 2,000 ADT.

Through traffic was also identified along Topanga Canyon Road. The estimated 7,000 ADT represents traffic generated by the adjacent Woodland Hills neighborhood and other regional traffic. Finally, through traffic along Lost Hills Road and Las Virgenes Road was identified north of Highway 101. These volumes represent regional traffic to/from Highway 101 and the Santa Monica Mountains National Recreational Area.

COMMITTED PROJECTS

Table G presents the City of Calabasas Committed Project List, including location, development size, and conditioned improvements. These projects are currently approved in the City of Calabasas with entitlement and/or development agreements. As noted, Ahmanson Ranch is not included in this list as the project is currently in litigation, with several lawsuits pending. As the Table indicates, the majority of the committed projects included in this list are located in the western part of the City, along Las Virgenes and Lost Hills Roads.

Table F - Calabasas General Plan Study Area Traffic Forecasting Model

Link	Roadway Segment	Ground Count ADT		Through Traffic ADT		Project ADT	Modelled ADT	Calibrate
1	Lost Hills (Highway 101-Canwood St)	6,700		3,500	(2)	2,900	6,400	0.96
2	Lost Hills (Highway 101 Overcrossing)	9,800		4,500	(3)	5,400	9,900	1.01
3	Lost Hills (Highway 101-Agoura Rd)	16,300		4,500	(3)	11,000	15,500	0.95
4	Lost Hills (Agoura Rd-Malibu Hills Rd)	11,900		4,500	(3)	7,000	11,500	0.97
5	Malibu Hills Rd. - Meadow Creek Lane	9,000		4,500	(3)	4,200	8,700	0.97
6	Lost Hills (Meadow Creek-Las Virgenes)	7,000		4,500	(3)	2,400	6,900	0.99
7	Las Virgenes Road (n/o Thousand Oaks)	4,200				4,200	4,200	1.00
8	Las Virgenes Road (Thousand Oaks Blvd.-Morrison Ranch Rd.)	7,400				7,000	7,000	0.95
9	Las Virgenes Road (Morrison Ranch Rd.-Parkmor Rd.)	9,300				9,400	9,400	1.01
10	Las Virgenes Road (Parkmor Rd.-Mureau Rd.)	13,400		2,000	(4)	10,500	12,500	0.93
11	Las Virgenes Road (Mureau Rd.-Highway 101)	15,100		2,000	(4)	13,300	15,300	1.01
12	Las Virgenes Road (Highway 101-Agoura Rd.)	27,500		7,000	(3)	20,500	27,500	1.00
13	Las Virgenes Road (Agoura Rd.-Glen St.)	17,500		7,000	(3)	10,500	17,500	1.00
14	Las Virgenes Road (Glen St.-Meadow Creek Ln.)	16,300		7,000	(3)	8,800	15,800	0.97
15	Las Virgenes Road (Meadow Creek Ln.-Lost Hills Rd.)	17,600	(1)	7,000	(3)	10,700	17,700	1.01
16	Las Virgenes Road (Lost Hills Rd.-Mulholland Highway)	18,900		11,500	(3)	7,600	19,100	1.01
17	Malibu Canyon Road (s/o Mulholland Highway)	20,700		13,500	(5)	7,300	20,800	1.00
18	Agoura Road (Vendell-Lost Hills)	1,600				1,400	1,400	0.88
19	Agoura Road (Lost Hills Rd.-Las Virgenes)	8,800				8,500	8,500	0.97
20	Mureau Road (Las Virgenes-Mountain Gate)	3,700				3,500	3,500	0.95
21	Mureau Road (Mountain Gate-Crummer Cyn.)	3,400				3,500	3,500	1.03
22	Mureau Road (Crummer Cyn-Calabasas Road)	6,200				6,000	6,000	0.97
23	Calabasas Road (Mureau Rd.-Parkway Calabasas)	6,600				6,700	6,700	1.02
24	Calabasas Road (Parkway Calabasas-Park Granada Blvd.)	12,500				12,500	12,500	1.00
25	Calabasas Road (Park Granada-Mulholland Dr.)	16,500				17,100	17,100	1.04
26	Parkway Calabasas (Calabasas Rd.-Park Granada)	7,300				7,300	7,300	1.00
27	Parkway Calabasas (Park Granada Road - Park Entrada)	8,900				8,400	8,400	0.94
28	Parkway Calabasas (Park Entrada - Paseo Primaro)	6,200				6,900	6,900	1.11
29	Parkway Calabasas (Paseo Primario - Camino Portal)	3,700				3,600	3,600	0.97
30	Parkway Calabasas (Camino Portal - Palmilla Drive)	1,500				1,400	1,400	0.93
31	Park Granada (Parkway Calabasas-Park Capri)	3,900				4,100	4,100	1.05
32	Park Granada (Park Sorrento-Calabasas Road)	9,400				8,500	8,500	0.90
33	Old Topanga Road (Mulholland Drive-Vicasa Road)	10,300				10,200	10,200	0.99
34	Old Topanga Road (Vicasa Road-Bluebird Drive)	8,800				8,700	8,700	0.99
35	Old Topanga Road (Bluebird-Mulholland Highway)	7,000				6,900	6,900	0.99
36	Old Topanga Road (Mulholland-Cold Creek Road)	2,500				2,400	2,400	0.96
37	Topanga Canyon Road (Mulholland Drive-Cezanne)	14,000		7,000	(6)	6,800	13,800	0.99
38	Mulholland Highway (Las Virgenes-Stunt Road)	1,900				1,900	1,900	1.00
39	Mulholland Highway (Stunt Road-Canyon Drive)	2,700				2,700	2,700	1.00
40	Mulholland Highway (Canyon Drive-Dry Canyon)	4,800				4,500	4,500	0.94
41	Mulholland Highway (Dry Cyn-Old Topanga Rd. S.)	6,900				6,600	6,600	0.96
42	Mulholland Highway (Old Topanga S.-Old Topanga N.)	7,100				6,900	6,900	0.97
43	Mulholland Highway (Old Topanga N.-Declaration)	7,900				7,500	7,500	0.95
44	Mulholland Highway (Declaration-Mulholland Dr.)	13,400				12,700	12,700	0.95

Notes:

1. *Existing ADT Count based on an interpolation from the City of Calabasas 1991 and LSA 1992 counts for adjacent locations.*
2. *Existing ADT estimate for traffic to/from the Los Angeles County Landfill.*
3. *Existing ADT estimate for cut-through traffic (Z-traffic) from west along Highway 101 to Beach cities.*
4. *Existing ADT estimate for traffic to/from the Mountain View Estates/Santa Monica Mountains.*
5. *Existing ADT estimate for cut-through traffic to/from Mulholland Highway.*
6. *Existing ADT estimate for external-to-external traffic along Topanga Canyon Boulevard (Route 27).*

Table G - Calabasas General Plan Study Area Committed Project List

Project Name	Location	Development	Conditioned Improvements
1. Ahmanson-Kilroy	SE Calabasas Road/Parkway Calabasas	1,295,000 Sq. Ft. Office 150,000 Sq. Ft. Hotel 50,000 Sq. Ft. Commercial	Conditioned improvements have been completed and included under existing conditions.
2. Ahmanson Commercial Center	NE Las Virgenes/Mureau Road	256,000 Sq. Ft. Office 16,000 Sq. Ft. Commercial	Development Agreement and conditioned improvements pending.
3. Las Virgenes MWD	4232 Las Virgenes Road	34,000 Sq. Ft. Office	Minimal pavement improvements in front of project site.
4. Baldwin I	Las Virgenes Road at Agoura Road	160,000 Sq. Ft. Commercial	Widen Las Virgenes Road at Agoura Road by adding two NBT lanes. Add 2 NBT & 1 SBT lanes at Las Virgenes/Highway 101 EB Ramps. Modify the Highway 101 EB ramp at las Virgenes to provide a left, shared-left, and right turn lane. Widen the Highway 101 WB ramp at las Virgenes to provide a left, shared-left, and right turn lane.
5. Baldwin II	South terminus of Calabasas Road	550 SF Dwelling Units	Participate in signal installation at locations throughout the City.
6. Pazar	S/E Agoura Road/Las Virgenes Road	190,000 Sq. Ft. Commercial	Widen Las Virgenes Road from 2 to 4 lanes along project site. Add dual NBL turn lanes at Las Virgenes/Highway 101 WB Ramps. Add 1 NBR turn lane at Las Virgenes/Highway 101 EB Ramps. Participate in Lost Hills Bridge and Thoroughfare Construction.
7. Micor	North of Mulholland Highway, West of Las Virgenes	250 SF Dwelling Units	Widen Las Virgenes Road from 2 to 4 lanes along project site. Convert SBR turn lane to SBT lane at Las Virgenes/Agoura Road. Add 3rd NBT lane at Las Virgenes/Highway 101 EB Ramps. Participate in intersection improvements at Las Virgenes/Lost Hills. Restripe Lost Hills/Highway 101 WB ramp interchange with 1 SB lane, 2 NB lanes (left and shared-left) and widen westbound on-ramp. Improve Lost Hills/Highway 101 EB ramp interchange with 1 EBR, 1 NBR, 1 SBT lane, and 2 NBT lanes. Participate in Lost Hills Bridge and Thoroughfare Construction.
8. Lost Hills Master Plan	West of Las Virgenes Road, South of Highway 101	1,208 Dwelling Units 825,880 Sq. Ft. Commercial 356,840 Sq. Ft. Mfctg./Office	Conditioned improvements have been completed and included under existing conditions.
9. Corvent	SE Malibu Hills/Agoura Road	35,000 Sq. Ft. Mfctg./Office	Participate in Lost Hills Bridge and Thoroughfare Construction. Participate in Lost Hills Interchange improvements.
10. H & P Properties	Canwood, north of Highway 101	25 MF Dwelling Units	Participate in Lost Hills Bridge and Thoroughfare Construction.
11. Cheesecake Factory	Agoura Road, e/o Malibu Hills, w/o Lost Hills Road	57,838 Sq. Ft. Mfctg./Office	Participate in Lost Hills Bridge and Thoroughfare Construction. Participate in Lost Hills Interchange improvements. Provide traffic signals along Agoura, Lost Hills, and Malibu Hills Roads.

The conditioned improvements listed in Table G are based on a review of the development agreements or project approvals for each project. As presented in Table G, conditioned improvements include improvements to the Lost Hills/Highway 101 interchange and intersection improvements along Las Virgenes Road at the Highway 101 ramps and Agoura Road.

In addition, Caltrans funded improvements at the Highway 101/Parkway Calabasas intersection and addition of one HOV lane in each direction along Highway 101 in the project study area are included as committed improvements in the Existing Plus Committed Projects condition.

It should be noted that although the Lost Hills Bridge and Thoroughfare Construction is listed as a conditioned improvement for several projects on the City's Committed Project List, funds to complete the Lost Hills Bridge and Thoroughfare Construction are currently unavailable. For this reason, the improvements included in the Lost Hills Bridge and Thoroughfare Construction Program are not included as conditioned improvements.

Future Through Traffic

As presented previously, the City of Calabasas Traffic Forecasting Model (CTFM) was calibrated assuming non-City generated through traffic along Las Virgenes Road, Lost Hills Road, and Topanga Canyon Boulevard. It is anticipated that, in addition to the proposed development in the City of Calabasas, through traffic volumes along key arterials in the City will increase, commensurate with the general traffic volume growth in surrounding areas. This traffic is not considered to be project generated, and is included as committed projects traffic in the Existing Plus Committed Projects condition.

Traffic volumes along Las Virgenes Road, Lost Hills Road, and Topanga Canyon Boulevard for the Existing Plus Committed projects condition include a 12 percent increase in through traffic, in addition to traffic generated by existing and committed projects in the City. The 12 percent increase is based on the Los Angeles County CMP guidelines Appendix D, Exhibit D-1, November, 1992.

Ahmanson Ranch

As indicated, Ahmanson Ranch is not included as a committed project in the circulation analysis. For this reason, a year 2010 General Plan Build Out condition has been prepared for the Cumulative Impacts Section of the EIR to identify overall traffic conditions with Ahmanson Ranch.

Ahmanson Ranch is a 1,900 acre, mixed-use residential, commercial, and recreational development located in the southeast portion of Ventura County immediately north of the City's General Plan study area. The project proposes access along Las Virgenes Road and Mureau Road. Ahmanson

Ranch is expected to add approximately 37,500 daily, 2,700 a.m. and 3,500 p.m. peak hour trips to the surrounding street system.

DAILY TRAFFIC VOLUMES

Table H provides the results of the City of Calabasas General Plan Traffic Forecasting Model. The Table provides existing, through, committed, and General Plan project traffic volumes, then adds Ahmanson Ranch, to arrive at the year 2010 build out condition.

As identified in the "Existing" and "Total" columns in Table H, traffic volumes along the City of Calabasas arterial streets will increase significantly with the addition of committed project traffic, growth in through traffic, and General Plan project traffic. Build out of the General Plan with Ahmanson Ranch will increase traffic volumes, primarily in the northwest portion of the study area along Las Virgenes Road, Mureau Road, and the Ventura Freeway.

Table H - Calabasas General Plan Study Area Traffic Forecasting Model

Link #	Roadway Segment	Existing (City Only)	Future Through	Committed Projects	GPAC Project	Total	Ahmanson Ranch	Year 2010 Build Out
1	Lost Hills (Highway 101-Canwood St)	3,200	3,900 (2)	900	700	8,700		8,700
2	Lost Hills (Highway 101 Overcrossing)	5,300	5,000 (3)	4,700	2,900	17,900		17,900
3	Lost Hills (Highway 101-Agoura Rd)	11,800	5,000 (3)	9,200	4,400	30,400		30,400
4	Lost Hills (Agoura Rd-Malibu Hills Rd)	7,400	5,000 (3)	6,400	3,900	22,700		22,700
5	Malibu Hills Rd. - Meadow Creek Lane	4,500	5,000 (3)	4,900	3,300	17,700		17,700
6	Lost Hills (Meadow Creek-Las Virgenes)	2,500	5,000 (3)	2,700	2,200	12,400		12,400
7	Las Virgenes Road (n/o Thousand Oaks)	4,200		600	300	5,100	1,900	7,000
8	Las Virgenes Road (Thousand Oaks Blvd.-Morrison Ranch Rd.)	7,400		700	1,000	9,100	6,030	15,130
9	Las Virgenes Road (Morrison Ranch Rd.-Parkmor Rd.)	9,300		1,200	900	11,400	6,030	17,430
10	Las Virgenes Road (Parkmor Rd.-Mureau Rd.)	11,400	2,200 (4)	1,900	1,400	16,900	6,430	23,330
11	Las Virgenes Road (Mureau Rd.-Highway 101)	13,100	2,200 (4)	2,500	1,300	19,100	16,930	36,030
12	Las Virgenes Road (Highway 101-Agoura Rd.)	20,500	7,800 (3)	12,400	5,200	45,900	650	46,550
13	Las Virgenes Road (Agoura Rd.-Glen St.)	10,500	7,800 (3)	7,300	4,000	29,600	650	30,250
14	Las Virgenes Road (Glen St.-Meadow Creek Ln.)	9,300	7,800 (3)	6,400	4,300	27,800	650	28,450
15	Las Virgenes Road (Meadow Creek Ln.-Lost Hills Rd.)	10,600 (1)	7,800 (3)	6,300	4,500	29,200	650	29,850
16	Las Virgenes Road (Lost Hills Rd.-Mulholland Highway)	7,400	12,900 (3)	5,800	5,500	31,600	650	32,250
17	Malibu Canyon Road (s/o Mulholland Highway)	7,200	15,100 (5)	4,600	3,500	30,400	650	31,050
18	Agoura Road (Vendell-Lost Hills)	1,600		1,900	600	4,100		4,100
19	Agoura Road (Lost Hills Rd.-Las Virgenes)	8,800		4,500	500	13,800		13,800
20	Mureau Road (Las Virgenes-Mountain Gate)	3,700		1,000	1,100	5,800	10,500	16,300
21	Mureau Road (Mountain Gate-Crummer Cyn.)	3,400		900	1,000	5,300	160	5,460
22	Mureau Road (Crummer Cyn-Calabasas Road)	6,200		1,100	1,900	9,200	160	9,360
23	Calabasas Road (Mureau Rd.-Parkway Calabasas)	6,600		900	4,300	11,800	160	11,960
24	Calabasas Road (Parkway Calabasas-Park Granada Blvd.)	12,500		4,600	6,700	23,800		23,800
25	Calabasas Road (Park Granada-Mulholland Dr.)	16,500		8,700	4,300	29,500		29,500
26	Parkway Calabasas (Calabasas Rd.-Park Granada)	7,300		6,900	2,200	16,400		16,400
27	Parkway Calabasas (Park Granada Road - Park Entrada)	8,900		4,300	1,100	14,300		14,300
28	Parkway Calabasas (Park Entrada - Paseo Primaro)	6,200		3,400	1,000	10,600		10,600
29	Parkway Calabasas (Paseo Primario - Camino Portal)	3,700		3,300	1,000	8,000		8,000
30	Parkway Calabasas (Camino Portal - Palmilla Drive)	1,500		3,600	1,100	6,200		6,200
31	Park Granada (Parkway Calabasas-Park Capri)	3,900		3,300	200	7,400		7,400
32	Park Granada (Park Sorrento-Calabasas Road)	9,400		3,900	0	13,300		13,300
33	Old Topanga Road (Mulholland Drive-Vicasa Road)	10,300		1,800	2,500	14,600		14,600
34	Old Topanga Road (Vicasa Road-Bluebird Drive)	8,800		1,500	1,900	12,200		12,200
35	Old Topanga Road (Bluebird-Mulholland Highway)	7,000		1,400	2,000	10,400		10,400
36	Old Topanga Road (Mulholland-Cold Creek Road)	2,500		1,300	700	4,500		4,500
37	Topanga Canyon Road (Mulholland Drive-Cezanne)	7,000	7,800 (6)	1,800	2,300	18,900		18,900
38	Mulholland Highway (Las Virgenes-Stunt Road)	1,900		2,800	6,500	11,200		11,200
39	Mulholland Highway (Stunt Road-Canyon Drive)	2,700		100	1,200	4,000		4,000
40	Mulholland Highway (Canyon Drive-Dry Canyon)	4,800		0	1,400	6,200		6,200
41	Mulholland Highway (Dry Cyn-Old Topanga Rd. S.)	6,900		1,300	1,900	10,100		10,100
42	Mulholland Highway (Old Topanga S.-Old Topanga N.)	7,100		1,100	1,700	9,900		9,900
43	Mulholland Highway (Old Topanga N.-Declaration)	8,000		0	1,300	9,300		9,300
44	Mulholland Highway (Declaration-Mulholland Dr.)	13,400		200	3,100	16,700		16,700
45	Route 101 (Woodlake-Mulholland)	41,400	139,600 (7)	21,900	14,400	217,300	9,650	226,950
46	Route 101 (Mulholland-Calabasas Parkway)	32,400	139,600 (7)	16,200	12,400	200,600	550	201,150
47	Route 101 (Calabasas Parkway-Las Virgenes)	27,400	139,600 (7)	16,500	9,600	193,100	550	193,650
48	Route 101 (Las Virgenes-Lost Hills)	6,400	145,200 (7)	20,800	5,400	177,800	8,150	185,950
49	Route 101 (Lost Hills-Liberty Canyon)	11,400	146,300 (7)	18,300	6,800	182,800	8,150	190,950

Notes:

1. Existing ADT Count based on an interpolation from the City of Calabasas 1991 and LSA 1992 counts for adjacent locations.

2. Forecast ADT estimate for traffic to/from the Los Angeles County Landfill.

3. Forecast ADT estimate for cut-through traffic (Z-traffic) from west along Highway 101 to Beach cities.

4. Forecast ADT estimate for traffic to/from the Mountain View Estates/Santa Monica Mountains.

5. Forecast ADT estimate for cut-through traffic to/from Mulholland Highway.

6. Forecast ADT estimate for external-to-external traffic along Topanga Canyon Boulevard (Route 27).

7. Forecast ADT estimate for non-City of Calabasas traffic along the Ventura Freeway (Route 101).

IMPACT ANALYSIS

LEVELS OF SERVICE

In order to determine levels of service along the arterials, appropriate daily volume capacities must be identified. Table I provides the Roadway Design Standards, i.e., the maximum average daily traffic volume for five levels of service, for freeway and arterial roadways. The daily capacities for freeway/ transportation corridors are based on Chapter 3 of the *Highway Capacity Manual*, and provide General Plan level analysis criteria for establishing design standard needs for new roadways. The arterial highway capacities were derived by the City of Calabasas as appropriate standards for planning purposes. As Table I indicates, daily capacities are based on the type of roadway, number of travel lanes, and desired level of service.

In determining appropriate capacity thresholds for roadways, it is important to consider not only roadway width and number of lanes, but also the character of the roadway, access, and intersections along it. For this reason, Malibu Canyon Road south of Mulholland Highway, due to its more rural characteristic, fewer intersections, and limited access, was assumed to operate as a two lane travel corridor with a level of service (LOS) E capacity of 24,700 ADT.

ARTERIAL DAILY TRAFFIC VOLUME ANALYSIS

Table J presents the existing, existing plus committed (including growth in through traffic), and existing plus committed plus General Plan project forecast daily traffic volumes and levels of service for the City of Calabasas. The Table presents daily traffic volumes on the City of Calabasas arterial circulation network and the adjacent Ventura Freeway. For purposes of this summary, committed roadway improvements are included as the basis for assessing levels of service under the project condition.

In general, LOS D or better is considered acceptable on arterials, while LOS E and LOS F conditions are considered unacceptable and the level at which roadway widenings should be considered. As Table J indicates, the following arterial roadway sections currently operate at LOS E and LOS F:

- Las Virgenes Road (Agoura Road - Mulholland Highway)
- Calabasas Road (Park Granada Blvd. - Mulholland Drive)
- Topanga Canyon Road (Mulholland Drive - Cezanne Avenue).

With the addition of committed projects and improvements, and growth in the through traffic along the major arterials, the following roadway segments in the City of Calabasas are forecast to operate at LOS E and LOS F:

Table I - Level of Service and Maximum Average Daily Traffic Design Standards (1)

State Route 101 - Ventura Freeway (2)

Level of Service	A	B	C	D	E
Volume to Capacity Ratio	0.35	0.54	0.77	0.93	1.00
4 lanes	31,100	48,000	68,500	82,700	88,900
6 lanes	46,700	72,000	102,600	124,000	133,300
8 lanes	62,200	96,000	136,900	165,400	177,800
10 lanes	77,800	120,000	171,100	206,600	222,200
12 lanes	93,300	144,000	205,400	248,000	266,700

Malibu Canyon Road (3)

Level of Service	A	B	C	D	E
Volume to Capacity Ratio	0.63	0.77	0.84	0.94	1.00
2 lanes	15,600	18,900	20,800	23,300	24,700

City of Calabasas Arterials (4)

Level of Service	A	B	C	D	E
Volume to Capacity Ratio	0.60	0.70	0.80	0.90	1.00
8 lanes Divided	39,000	45,500	52,000	58,500	65,000
6 lanes Divided	30,000	35,000	40,000	45,000	50,000
4 lanes Divided	21,000	24,500	28,000	31,500	35,000
4 lanes Undivided	18,000	21,000	24,000	27,000	30,000
2 lanes Undivided	7,500	8,800	10,000	11,300	12,500

Notes:

1. These roadway capacities are "rule of thumb" figures for use at the General Plan level.
2. Ventura Freeway capacities are based on the Highway Capacity Manual.
3. Two lane arterial corridor capacities are based on emperical peak hour research data.
4. City of Calabasas arterial capacities are based on typical roadway capacity standards.

Table J - Average Daily Traffic (ADT) and Level of Service (LOS) Summary

oadway Segment	Existing			Existing + Committed			Ex. + Comm. + Project		
	Ln.	Vols.		Ln.	Vols.	LOS	Ln.	Vols.	LOS
ost Hills Road									
Highway 101 - Canwood Street	2U	6,700	LOS A	2U	8,000	LOS B	2U	8,700	LOS B
Highway 101 Overcrossing	2U	9,800	LOS C	2U	15,000	LOS F	2U	17,900	LOS F
Highway 101 - Agoura Road	4U	16,300	LOS A	4U	26,000	LOS D	4U	30,400	LOS F
Agoura Road - Malibu Hills Road	4D	11,900	LOS A	4D	18,800	LOS A	4D	22,700	LOS B
Malibu Hills Rd. - Meadow Creek Lane	4D	9,000	LOS A	4D	14,400	LOS A	4D	17,700	LOS A
Meadow Creek Lane - Las Virgenes Road	4D	7,000	LOS A	4D	10,200	LOS A	4D	12,400	LOS A
as Virgenes Road									
North of Thousand Oaks Blvd.	2U	4,200	LOS A	2U	4,800	LOS A	2U	5,100	LOS A
Thousand Oaks Blvd. - Morrison Ranch Rd.	4D	7,400	LOS A	4D	8,100	LOS A	4D	9,100	LOS A
Morrison Ranch Rd. - Parkmor Road	4D	9,300	LOS A	4D	10,500	LOS A	4D	11,400	LOS A
Parkmor Road - Mureau Road	4D	13,400	LOS A	4D	15,500	LOS A	4D	16,900	LOS A
Mureau Road - Highway 101	4D	15,100	LOS A	4D	17,800	LOS A	4D	19,100	LOS A
Highway 101 - Agoura Road	4D	27,500	LOS C	4D	40,700	LOS F	4D	45,900	LOS F
Agoura Road - Glen Street	2U	17,500	LOS F	2U	25,600	LOS F	2U	29,600	LOS F
Glen Street - Meadow Creek Lane	2U	16,300	LOS F	2U	23,500	LOS F	2U	27,800	LOS F
Meadow Creek Lane - Lost Hills Road	2U	23,400	LOS F	2U	24,700	LOS F	2U	29,200	LOS F
Lost Hills Road - Mulholland Highway	2U	18,900	LOS F	2U	26,100	LOS F	2U	31,600	LOS F
alibu Canyon Road	2	20,700	LOS D	2	26,900	LOS F	2	30,400	LOS F
goura Road									
Vendell Road - Lost Hills Road	4D	1,600	LOS A	4D	3,500	LOS A	4D	4,100	LOS A
Lost Hills Road - Las Virgenes Road	4D	8,800	LOS A	4D	13,300	LOS A	4D	13,800	LOS A
ureau Road									
Las Virgenes Road - Mountain Gate Dr.	4D	3,700	LOS A	4D	4,700	LOS A	4D	5,800	LOS A
Mountain Gate Dr. - Crummer Canyon	4D	3,400	LOS A	4D	4,300	LOS A	4D	5,300	LOS A
Crummer Canyon - Calabasas Road	2U	6,200	LOS A	2U	7,300	LOS A	2U	9,200	LOS C
alabasas Road									
Mureau Road - Parkway Calabasas	2U	6,600	LOS A	2U	7,500	LOS B	2U	11,800	LOS E
Parkway Calabasas - Park Granada Blvd.	4D	12,500	LOS A	4D	17,100	LOS A	4D	23,800	LOS B
Park Granada Blvd. - Mulholland Drive	2U	16,500	LOS F	2U	25,200	LOS F	2U	29,500	LOS F
arkway Calabasas									
Calabasas Road - Park Granada Blvd.	4D	7,300	LOS A	4D	14,200	LOS A	4D	16,400	LOS A
Park Granada Road - Park Entrada	4D	8,900	LOS A	4D	13,200	LOS A	4D	14,300	LOS A
Park Entrada - Paseo Primaro	4D	6,200	LOS A	4D	9,600	LOS A	4D	10,600	LOS A
Paseo Primario - Camino Portal	4D	3,700	LOS A	4D	7,000	LOS A	4D	8,000	LOS A
Camino Portal - Palmilla Drive	2U	1,500	LOS A	2U	5,100	LOS A	2U	6,200	LOS A
ark Granada Boulevard									
Parkway Calabasas - Park Capri	4D	3,900	LOS A	4D	7,200	LOS A	4D	7,400	LOS A
Park Sorrento - Calabasas Road	4D	9,400	LOS A	4D	13,300	LOS A	4D	13,300	LOS A

Table J - Average Daily Traffic (ADT) and Level of Service (LOS) Summary

Roadway Segment	Existing			Existing + Committed			Ex. + Comm. + Project		
	Ln.	Vols.		Ln.	Vols.	LOS	Ln.	Vols.	LOS
Old Topanga Road									
Mulholland Drive - Vicasa Road	2U	10,300	LOS D	2U	12,100	LOS E	2U	14,600	LOS F
Vicasa Road - Bluebird Drive	2U	8,800	LOS C	2U	10,300	LOS D	2U	12,200	LOS E
Bluebird Dr. - Mulholland Highway	2U	7,000	LOS A	2U	8,400	LOS B	2U	10,400	LOS D
Mulholland Highway - Cold Creek Road	2U	2,500	LOS A	2U	3,800	LOS A	2U	4,500	LOS A
Topanga Canyon Road (SR-27)									
Mulholland Drive - Cezanne Avenue	2U	14,000	LOS F	2U	16,600	LOS F	2U	18,900	LOS F
Mulholland Highway									
Las Virgenes Road - Stunt Road	2U	1,900	LOS A	2U	4,700	LOS A	2U	11,200	LOS D
Stunt Road - Canyon Drive	2U	2,700	LOS A	2U	2,800	LOS A	2U	4,000	LOS A
Canyon Drive - Dry Canyon	2U	4,800	LOS A	2U	4,800	LOS A	2U	6,200	LOS A
Dry Canyon - Old Topanga South	2U	6,900	LOS A	2U	8,200	LOS B	2U	10,100	LOS D
Old Topanga South - Old Topanga North	2U	7,100	LOS A	2U	8,200	LOS B	2U	9,900	LOS C
Old Topanga North - Declaration Ave.	2U	7,900	LOS B	2U	7,800	LOS B	2U	9,300	LOS C
Declaration Ave. - Mulholland Drive	4U	13,400	LOS A	4U	13,600	LOS A	4U	16,700	LOS A
Ventura Freeway (SR-101) *									
Woodlake Ave. - Mulholland Drive	8	166,000	LOS E	10	202,900	LOS D	10	217,300	LOS E
Mulholland Dr. - Calabasas Parkway	8	157,000	LOS D	10	188,200	LOS D	10	200,600	LOS D
Calabasas Parkway - Las Virgenes Rd.	8	152,000	LOS D	10	183,500	LOS D	10	193,100	LOS D
Las Virgenes Rd. - Lost Hills Rd.	8	136,000	LOS C	10	172,400	LOS D	10	177,800	LOS D
Lost Hills Road - Liberty Canyon	8	142,000	LOS D	10	176,000	LOS D	10	182,800	LOS D

Note:

* Caltrans Route Concept Report proposes to add one HOV lane in each direction along the Ventura Freeway.

U - Undivided roadway

D - Divided roadway

- Las Virgenes Road (Highway 101 to Mulholland Highway)
- Malibu Canyon Road (South of Mulholland Highway)
- Calabasas Road (Park Granada Blvd. - Mulholland Drive)
- Old Topanga Road (Mulholland Drive - Vicasa Road)
- Topanga Canyon Road (Mulholland Drive - Cezanne Avenue).

With addition of the General Plan project traffic volumes and no additional roadway improvements, the following roadway segments in the City of Calabasas are forecast to operate at LOS E and LOS F:

- Las Virgenes Road (Highway 101 to Mulholland Highway)
- Malibu Canyon Road (South of Mulholland Highway)
- Calabasas Road (Mureau Road - Parkway Calabasas)
- Calabasas Road (Park Granada Blvd. - Mulholland Drive)
- Old Topanga Road (Mulholland Drive - Bluebird Drive)
- Topanga Canyon Road (Mulholland Drive - Cezanne Avenue).

Circulation Element LOS Comparison

The General Plan Circulation Element (September 29, 1993), prepared by the City of Calabasas Transportation Commission, has recommended level of service criteria for key arterials in the City of Calabasas. These criteria determine the desirable arterial levels of service that are considered acceptable with build out of the General Plan. The criteria recommended by the Transportation Commission are based on a desire to maintain the quality of life and circulation flow in the City of Calabasas.

To this end, Table K provides a list of the roadway improvements along each arterial link required to achieve the desired level of service, as recommended by the Transportation Commission. For each of the links, the existing plus committed number of travel lanes are provided, along with the build out improvements required to achieve the desired LOS.

As Table K indicates, with build out of the General Plan and committed projects in the City of Calabasas, achieving LOS B and LOS C arterial conditions will require roadway widenings along the following arterials:

- Lost Hills Road (between Highway 101 and Agoura Road)
- Las Virgenes Road (south of Highway 101)
- Malibu Canyon Road (south of Mulholland Highway)
- Mureau Road (between Crummer Canyon and Calabasas Road)
- Calabasas Road (between Mureau Road and Parkway Calabasas)
- Old Topanga Canyon Road (Mulholland Dr. to Mulholland Highway)
- Topanga Canyon Road (south of Mulholland Drive)
- Mulholland Highway (between Las Virgenes and Declaration)

Table K - General Plan Roadway Improvement Mitigation Measures

Roadway Segment	Desired LOS	At General Plan Build Out # Lanes	Level of Service	Improvements
Lost Hills Road				
Highway 101 - Canwood Street	LOS C	2	LOS B	No Improvements
Highway 101 Overcrossing	LOS C	2	LOS F	Widen to 6 lanes (1)
Highway 101 - Agoura Road	LOS C	4	LOS F	Widen to 6 lanes (1)
Agoura Road - Malibu Hills Road	LOS C	4	LOS B	No Improvements
Malibu Hills Rd. - Meadow Creek Lane	LOS C	4	LOS A	No Improvements
Meadow Creek Lane - Las Virgenes Road	LOS C	4	LOS A	No Improvements
Las Virgenes Road				
North of Thousand Oaks Blvd.	LOS C	2	LOS A	No Improvements
Thousand Oaks Blvd. - Morrison Ranch R	LOS C	4	LOS A	No Improvements
Morrison Ranch Rd. - Parkmor Road	LOS C	4	LOS A	No Improvements
Parkmor Road - Mureau Road	LOS C	4	LOS A	No Improvements
Mureau Road - Highway 101	LOS C	4	LOS A	No Improvements
Highway 101 - Agoura Road	LOS C	4	LOS F	Widen to 8 lanes
Agoura Road - Glen Street	LOS C	2	LOS F	Widen to 6 lanes
Glen Street - Meadow Creek Lane	LOS C	2	LOS F	Widen to 4 lanes
Meadow Creek Lane - Lost Hills Road	LOS C	2	LOS F	Widen to 6 lanes
Lost Hills Road - Mulholland Highway	LOS B	2	LOS F	Widen to 6 lanes (2)
Malibu Canyon Road	LOS B	2	LOS F	Widen to 6 lanes (3)
Agoura Road				
Vendell Road - Lost Hills Road	LOS C	4	LOS A	No Improvements
Lost Hills Road - Las Virgenes Road	LOS C	4	LOS A	No Improvements
Mureau Road				
Las Virgenes Road - Mountain Gate Dr.	LOS C	4	LOS A	No Improvements
Mountain Gate Dr. - Crummer Canyon	LOS C	4	LOS A	No Improvements
Crummer Canyon - Calabasas Road	LOS B	2	LOS C	Widen to 4 lanes (2)
Calabasas Road				
Mureau Road - Parkway Calabasas	LOS C	2	LOS E	Widen to 4 lanes (2)
Parkway Calabasas - Park Granada Blvd.	LOS C	4	LOS B	No Improvements
Park Granada Blvd. - Mulholland Drive	LOS F	2	LOS F	No Improvements
Parkway Calabasas				
Calabasas Road - Park Granada Blvd.	LOS C	4	LOS A	No Improvements
Park Granada Road - Park Entrada	LOS C	4	LOS A	No Improvements
Park Entrada - Paseo Primaro	LOS C	4	LOS A	No Improvements
Paseo Primario - Camino Portal	LOS C	4	LOS A	No Improvements
Camino Portal - Palmilla Drive	LOS C	2	LOS A	No Improvements
Park Granada Boulevard				
Parkway Calabasas - Park Capri	LOS C	4	LOS A	No Improvements
Park Sorrento - Calabasas Road	LOS C	4	LOS A	No Improvements

Table K - General Plan Roadway Improvement Mitigation Measures

Roadway Segment	Desired LOS	At General Plan Build Out # Lanes	At General Plan Build Out Level of Service	Improvements
Old Topanga Road				
Mulholland Drive - Vicasa Road	LOS C	2	LOS F	Widen to 4 lanes (2)
Vicasa Road - Bluebird Drive	LOS C	2	LOS E	Widen to 4 lanes (2)
Bluebird Dr. - Mulholland Highway	LOS C	2	LOS D	Widen to 4 lanes (2)
Mulholland Highway - Cold Creek Road	LOS C	2	LOS A	No Improvements
Topanga Canyon Road (SR-27)				
Mulholland Drive - Cezanne Avenue	LOS B	2	LOS F	Widen to 4 lanes (3)
Mulholland Highway				
Las Virgenes Road - Stunt Road	LOS C	2	LOS D	Widen to 4 lanes (2)
Stunt Road - Canyon Drive	LOS C	2	LOS A	No Improvements
Canyon Drive - Dry Canyon	LOS C	2	LOS A	No Improvements
Dry Canyon - Old Topanga Rd. (South)	LOS C	2	LOS D	Widen to 4 lanes (2)
Old Topanga (South) - Old Topanga (Nor	LOS C	2	LOS C	No Improvements
Old Topanga (North) - Declaration Ave.	LOS B	2	LOS C	Widen to 4 lanes (2)
Declaration Ave. - Mulholland Drive	LOS C	4	LOS A	No Improvements
Ventura Freeway (SR-101)				
Woodlake Ave. - Mulholland Drive	LOS E	10	LOS E	No Improvements
Mulholland Dr. - Calabasas Parkway	LOS E	10	LOS D	No Improvements
Calabasas Parkway - Las Virgenes Rd.	LOS E	10	LOS D	No Improvements
Las Virgenes Rd. - Lost Hills Rd.	LOS E	10	LOS D	No Improvements
Lost Hills Road - Liberty Canyon	LOS E	10	LOS D	No Improvements

Note:
1. Conditioned Lost Hills Bridge and Thoroughfare improvements.
2. Improvement in conflict with General Plan Circulation Element community values.
3. Prohibitive improvement due to physical contraint or excessive right-of-way acquisition required.

Probibitive Improvements

As indicated, roadway widenings are required to achieve the desired levels of service recommended by the Transportation Commission. Many of these roadway widenings are prohibitive due to physical constraints and the need for excessive right-of-way acquisition.

Furthermore, the Calabasas Transportation Commission, in an effort to maintain the environmental features and the community character of the City of Calabasas, have recommended against the following roadway widening improvements:

- The extension and connection of Thousand Oaks Boulevard
- The extension of Driver Avenue
- The widening of Malibu Canyon Road south of Mulholland Highway beyond its current two lane cross section
- The widening of Calabasas Road between Park Granada Boulevard and Mulholland Drive beyond its current two lane cross section
- The widening of Calabasas Road west of Parkway Calabasas beyond its current two lane cross section
- The widening of Topanga Canyon Road (State Route 27) beyond its current two lane cross section
- The widening of Mulholland Highway west of Old Topanga Canyon Road beyond its current two lane cross section
- The widening or provision of more than two travel lanes along Las Virgenes Road south of Lost Hills Road
- The widening or other improvements along Mureau Road east of Mountain Gate Drive.

The Transportation Commission considers these roadway widening improvements to be in conflict with the City's community values.

INTERSECTION CAPACITY ANALYSIS

In general, roadways are sized based on peak hour volumes at the intersections, rather than daily traffic volumes along the arterials. The reason for this is that it is traffic conditions at the intersections that govern the maximum flow of traffic along a given arterial. For purposes of this General Plan analysis, daily traffic volumes, in combination with the intersection capacity analysis, are used to identify roadway needs.

The following intersection level of service analysis focuses on the following study area intersections in the City of Calabasas:

1. Lost Hills Road/Highway 101 Eastbound Ramps
2. Lost Hills Road/Highway 101 Westbound Ramps
3. Lost Hills Road/Agoura Road
4. Las Virgenes Road/Mureau Road

5. Las Virgenes Road/Highway 101 Eastbound Ramps
6. Las Virgenes Road/Highway 101 Westbound Ramps
7. Las Virgenes Road/Agoura Road
8. Highway 101 Westbound Off-Ramp/Ventura Boulevard
9. Parkway Calabasas/Highway 101 Westbound On-Ramp
10. Parkway Calabasas/Highway 101 Eastbound Ramps
11. Parkway Calabasas/Calabasas Road.

Currently, the intersections at Lost Hills Road/Agoura Road, Las Virgenes Road/Highway 101 Westbound ramps, Las Virgenes Road/Highway 101 Eastbound ramps, and Parkway Calabasas/Calabasas Road are signalized. The remaining intersections are unsignalized, stop sign controlled.

Based on Caltrans' signal warrant analysis, existing peak hour approach volumes at all the study area intersections, except the intersections at Las Virgenes Road/Mureau Road and Parkway Calabasas/Highway 101 westbound on-ramp, exceed Caltrans' signal warrant criteria and warrant signalization. The intersection at Las Virgenes Road/Mureau Road is forecast to meet Caltrans' signal warrant criteria in the future build out condition. Due to the reconfiguration of the Parkway Calabasas/Highway 101 interchange, this intersection will not require signalization as the turn movement conflict will be eliminated by providing directional loop on-ramps.

As the majority of the study area intersections will require signalization at build out, the ICU methodology described in the Los Angeles County Congestion Management Program was applied.

Daily traffic volume forecasts were used to derive future peak hour intersection turn volumes at the study area intersections in the City of Calabasas. The universal standards for determining forecast intersection turn movements are the procedures defined in the National Cooperative Highway Research Program (NCHRP) Report 255, *Highway Traffic Data for Urbanized Area Project Planning and Design*. The turning movement forecast procedure factors peak hour volume counts based on the relationship between existing and future daily traffic volumes, and then uses an iterative procedure to balance the traffic volumes entering an intersection with the traffic volumes exiting the intersection.

Per the General Plan Circulation Element, the Transportation Commission recommends that all intersections within the rural areas of the City of Calabasas operate at a minimum level of service LOS C.

Table L presents the existing, existing plus committed projects, and existing plus committed projects plus General Plan project intersection levels of service. As Table L indicates, under existing conditions, 7 of the 11 intersections currently operate at LOS D or worse, with some intersections operating at LOS F during the p.m. peak hour. Intersections which currently operate in excess of the LOS C threshold include:

Table L - Existing, Committed, Project and Project Improvements Intersection Level of Service Summary

Intersection Location	Existing Conditions				Existing + Committed Projects				Existing + Committed + Project				With Project Improvements			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
1. Lost Hills Road/Highway 101 Westbound Ramps	0.60	A	1.16	F	0.83	D	1.70	F	0.95	E	1.92	F	0.43	A	0.32	A
2. Lost Hills Road/Highway 101 Eastbound Ramps	1.73	F	1.34	F	2.70	F	2.09	F	3.21	F	2.48	F	0.47	A	0.77	C
3. Lost Hills Road/Agoura Road	0.61	B	0.72	C	0.89	D	1.07	F	0.96	E	1.19	F	0.69	B	0.81	D
4. Las Virgenes Road/Mureau Road	0.30	A	0.41	A	0.34	A	0.47	A	0.37	A	0.51	A	–	-	–	-
5. Las Virgenes Road/Highway 101 Westbound Ramps	0.77	C	0.57	A	1.02	E	0.71	C	1.15	F	0.79	C	0.53	A	0.71	C
6. Las Virgenes Road/Highway 101 Eastbound Ramps	0.85	D	0.78	C	0.84	D	0.87	D	0.94	E	0.96	E	0.74	C	0.76	C
7. Las Virgenes Road/Agoura Road	0.87	D	0.69	B	0.98	E	0.83	D	1.08	F	0.89	D	0.82	D	0.77	C
8. Highway 101 Westbound Off-Ramp/Ventura Blvd.	0.61	B	0.63	B	0.46	A	0.43	A	0.60	A	0.57	A	–	-	–	-
9. Parkway Calabasas/Highway 101 Westbound On-Ramp	1.02	E	1.21	F	0.40	A	0.48	A	0.80	C	0.98	E	0.68	B	0.76	C
10. Parkway Calabasas/Highway 101 Eastbound Ramps	0.69	B	1.02	E	0.78	C	0.75	C	1.05	F	1.00	E	0.75	C	0.85	D
11. Parkway Calabasas/Calabasas Road	0.85	D	0.86	D	1.15	F	1.01	E	1.34	F	1.33	F	0.88	D	0.94	E

Notes:
ICU - Intersection Capacity Utilization
LOS - Level of Service
– - No project improvements

- Lost Hills Road/Highway 101 Eastbound Ramps
- Lost Hills Road/Highway 101 Westbound Ramps
- Las Virgenes Road/Highway 101 Eastbound Ramps
- Las Virgenes Road/Agoura Road
- Parkway Calabasas/Highway 101 Westbound On-Ramp
- Parkway Calabasas/Highway 101 Eastbound Ramps
- Parkway Calabasas/Calabasas Road

Currently, all the Ventura Freeway interchanges that provide access to the City of Calabasas are of the diamond interchange design. One of the constraints associated with this type of interchange design is its inability to provide sufficient green time to accommodate potentially high left turn demand to the freeway on-ramp. Specifically, the conflict between the left turn to the on-ramp, the left turn exiting the freeway, and the opposite through movement often results in LOS F conditions.

In the existing plus committed projects (including growth in through traffic) scenario, the following intersection improvements are included:

1. Committed project improvements at the Las Virgenes Road interchange with Highway 101 as follows:

    - Provide a second northbound left turn lane and separate right turn lane to the westbound Highway 101 intersection;
    - Provide two additional approach lanes along las Virgenes Road at the eastbound Highway 101 intersection; and
    - Provide an additional approach lane at the eastbound Highway 101 off-ramp.

2. Committed project improvements at the Las Virgenes Road/Agoura Road intersection will provide an additional northbound approach lane and a re-striping of the existing southbound approach lanes along Las Virgenes Road.

3. Caltrans' improvements at the Parkway Calabasas interchange with Highway 101 as follows:

    - Relocating the eastbound on and off ramps to Highway 101 from Parkway Calabasas to Calabasas Road;
    - Providing turn lanes at the westbound on ramp to Highway 101 along Parkway Calabasas;
    - Providing additional turn lanes at the westbound off-ramp at Ventura Boulevard; and
    - Providing additional approach lanes at the intersection of Parkway Calabasas and Calabasas Road.

As Table L indicates, with the improvements identified a eleven intersections will continue to operate above LOS C committed improvements are not sufficient to achieve th conditions at these locations. The following intersection excess of the LOS C threshold in the Existing Plus Commit

- Lost Hills Road/Highway 101 Eastbound Ramps
- Lost Hills Road/Highway 101 Westbound Ramps
- Lost Hills Road/Agoura Road
- Las Virgenes Road/Highway 101 Eastbound Ramps
- Las Virgenes Road/Agoura Road
- Parkway Calabasas/Calabasas Road

With the proposed General Plan project conditions and tional roadway improvements beyond those identified as ments, levels of service above the desired LOS C thres nine of the eleven intersections. The intersections which of Calabasas General Plan Circulation Element LOS C th

- Lost Hills Road/Highway 101 Eastbound Ramps
- Lost Hills Road/Highway 101 Westbound Ramps
- Lost Hills Road/Agoura Road
- Las Virgenes Road/Highway 101 Eastbound Ram
- Las Virgenes Road/Highway 101 Westbound Ra
- Las Virgenes Road/Agoura Road
- Parkway Calabasas/Highway 101 Westbound O
- Parkway Calabasas/Highway 101 Eastbound Ra
- Parkway Calabasas/Calabasas Road

General Plan Intersection Improvements

Based on the results identified in Table L, interse required in the existing, committed projects, and G conditions.

Table M presents the existing, committed, and p geometrics for the study area intersections. As indi tion improvements are recommended to accom proposed City of Calabasas General Plan at all the intersection of Las Virgenes Road/Mureau Road. layout at Las Virgenes Road/Mureau Road is adec LOS A conditions with General Plan build out. T does not include the addition of peak hour tra Ranch. Based on the size of the Ahmanson Ranc hour trips forecast along Las Virgenes Road nort ipated that intersection improvements will also tion to meet the City's LOS C threshold.

Table M - Existing, Conditioned, and Proposed Intersection Lane Geometrics

Intersection Location	Improvements (1)	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1. Lost Hills Road/Highway 101 Westbound Ramps	Existing	0	1	0	0	1	1	0	0	0	1	0	1
	Committed	-	-	-	-	-	-	-	-	-	-	-	-
	Project	0	2	Free	0	2	Free	-	-	-	-	-	-
2. Lost Hills Road/Highway 101 Eastbound Ramps	Existing	0	1	0	0	1	0	1	0	1	0	0	0
	Committed	-	-	-	-	-	-	-	-	-	-	-	-
	Project	0	3	Free	1	2	0	1	0	Free	-	-	-
3. Lost Hills Road/Agoura Road	Existing	1	2	0	1	2	0	1	2	0	1	2	1
	Committed	-	-	-	-	-	-	-	-	-	-	-	-
	Project	1	3	0	2	2	1	1	3	0	1	2	2
4. Las Virgenes Road/Mureau Road	Existing	0	2	0	1	2	0	0	0	0	1	0	1
	Committed	-	-	-	-	-	-	-	-	-	-	-	-
	Project	-	-	-	-	-	-	-	-	-	-	-	-
5. Las Virgenes Road/Highway 101 Westbound Ramps	Existing	1	2	0	0	2	0	0	0	0	2	0	1
	Committed	2	2	0	0	2	1	-	-	-	-	-	-
	Project	-	-	-	-	-	-	-	-	-	3	0	1
6. Las Virgenes Road/Highway 101 Eastbound Ramps	Existing	1	2	0	1	2	0	0	1	1	0	1	0
	Committed	1	3	1	1	3	1	1	2	1	-	-	-
	Project	-	-	-	-	-	-	0	4	0	-	-	-
7. Las Virgenes Road/Agoura Road	Existing	1	2	0	0	1	1	2	0	1	0	0	0
	Committed	1	3	0	0	2	0	-	-	-	-	-	-
	Project	-	-	-	0	2	1	-	-	-	-	-	-
8. Highway 101 Westbound Off-Ramp/Ventura Blvd.	Existing	1	0	1	0	0	0	0	1	0	0	1	0
	Committed	2	0	1	-	-	-	-	-	-	0	2	0
	Project	-	-	-	-	-	-	-	-	-	-	-	-
9. Parkway Calabasas/Highway 101 Westbound On-Ramp	Existing	0	1	0	0	1	0	0	0	0	0	0	0
	Committed	0	2	Free	0	2	0	-	-	-	-	-	-
	Project	-	-	-	-	-	-	-	-	-	-	-	-
10. Parkway Calabasas/Highway 101 Eastbound Ramps	Existing	0	1	Free	1	1	0	1	0	1	0	0	0
Highway 101 On-Off Ramps/Calabasas Road (2)	Committed	0	0	0	2	0	Free	1	1	0	0	1	Free
	Project	-	-	-	-	-	-	1	2	0	0	2	Free
11. Parkway Calabasas/Calabasas Road	Existing	1	2	1	1	2	0	1	2	0	1	2	1
	Committed	1	2	1	1	2	0	1	2	1	1	1	1
	Project	2	2	1	2	2	1	2	2	1	2	2	1

Notes:

1. Where no lane geometrics are provided the previous intersection conditions prevail or no further improvements are recommended.
2. Highway 101 Eastbound on/off-ramps have been re-aligned from Parkway Calabasas to Calabasas Road.

As Table M indicates, the General Plan project improvements for the intersections along Lost Hills Road are consistent with the Lost Hills Bridge and Thoroughfare Construction program. These improvements require that the Highway 101 interchange at Lost Hills Road and the Lost Hills Road overcrossing be widened to six travel lanes from Agoura Road to the Highway 101 westbound ramps.

Similarly, improvements for the intersections along Las Virgenes Road will necessitate the widening of Las Virgenes Road from four to six lanes from Agoura Road to the Highway 101 westbound ramps.

Caltrans' proposed design plans to relocate the eastbound on/off-ramps from Parkway Calabasas to Calabasas Road assume that Calabasas Road would remain a two lane arterial. However, with the proposed General Plan project traffic volumes, Calabasas Road would need to be widened from two to four lanes to achieve desired LOS C conditions. Further improvements beyond those identified in Caltrans' design plans are also required at the intersection of Parkway Calabasas and Calabasas Road.

In summary, the following intersection improvements are proposed for the General Plan build out condition:

1. Widen Lost Hills Road from four to six travel lanes from Agoura Road through the Highway 101 overcrossing to the Highway 101 westbound ramps. In addition, provide free right turn lanes for freeway-bound traffic at the eastbound and westbound on-ramps.

2. Provide additional approach lanes at the intersection of Lost Hills Road and Agoura Road.

3. Provide additional turn lanes at the eastbound and westbound Highway 101 freeway off-ramps at Las Virgenes Road.

4. Provide an additional southbound right turn lane along Las Virgenes Road at the intersection with Agoura Road.

5. Widen Calabasas Road from two to four lanes at the Highway 101 eastbound on/off-ramps.

6. Provide additional turn lanes at the intersection of Parkway Calabasas and Calabasas Road.

The resulting intersection levels of service with all committed and General Plan improvements are provided in Table L. As Table L indicates, these improvements result in eight intersections operating at LOS C or better, three intersections operating at LOS D, and one intersection operating at LOS E during the PM peak hour.

CONCLUSIONS

As the above impact analysis indicates, roadway widening and intersection improvements are required to meet minimum level of service thresholds identified in the General Plan Circulation Element.

Furthermore, the existing conditions analysis indicates that many of the arterials and intersections currently operate at levels of service that do not meet the Circulation Element thresholds.

The proposed General Plan roadway widening and intersection improvements presented in this report result in 7 of the 11 intersections operating at LOS C or better during the peak hours. The remaining five intersections operate at LOS D and LOS E. While these levels of service may be considered acceptable in many cities, these levels of service do not meet the desired levels of service thresholds recommended in the General Plan Circulation Element.

Significant improvements beyond those identified would be required to improve intersection levels of service to the desired LOS C conditions. However, further improvements would be prohibitive due to physical and/or geometric constraints and would be in conflict with the community values identified by the Transportation Commission.

In conclusion, the findings of this report indicate that the proposed General Plan Circulation Element cannot achieve the desirable level of service standards for development contained in the proposed General Plan Advisory Committee (GPAC) Land Use Plan even with the programmed roadway improvements.

APPENDIX A
INTERSECTION CAPACITY ANALYSIS WORKSHEETS

EXISTING 1993
INTERSECTION CAPACITY UTILIZATION ANALYSIS

Intersection Number: 1
North/South Roadway: Lost Hills Road
East/West Roadway: Highway 101 Westbound Ramps
Conditions: No Improvements

Move-ment	Lanes	Capacity	Volume AM	Volume PM	V/C Ratio AM		V/C Ratio PM	
NBL	0	0	347	1,231	0.00		0.00	
NBT	1	1,600	35	93	0.27		0.92	
NBR	0	0	0	0	0.00		0.00	
SBL	0	0	0	0	0.00		0.00	
SBT	1	1,600	164	88	0.10	*	0.06	*
SBR	1	1,600	47	62	0.03		0.04	
EBL	0	0	0	0	0.00		0.00	
EBT	0	0	0	0	0.00		0.00	
EBR	0	0	0	0	0.00		0.00	
WBL	1	1,600	215	121	0.13	*	0.08	*
WBT	0	0	0	0	0.00		0.00	
WBR	1	1,600	84	105	0.05		0.07	
N/S Critical Movements					0.37		0.98	
E/W Critical Movements					0.13		0.08	
Clearance Interval					0.10		0.10	
ICU					0.60		1.16	
Level of Service (LOS)					A		F	

* Critical Movement

EXISTING PLUS COMMITTED PROJECTS
INTERSECTION CAPACITY UTILIZATION ANALYSIS

Intersection Number: 1
North/South Roadway: Lost Hills Road
East/West Roadway: Highway 101 Westbound Ramps
Conditions: Committed Improvements

Move-ment	Lanes	Capacity	Volume AM	Volume PM	V/C Ratio AM		V/C Ratio PM	
NBL	0	0	518	1,821	0.00		0.00	
NBT	1	1,600	60	135	0.41		1.40	
NBR	0	0	0	0	0.00		0.00	
SBL	0	0	0	0	0.00		0.00	
SBT	1	1,600	199	112	0.12	*	0.07	*
SBR	1	1,600	56	62	0.04		0.04	
EBL	0	0	0	0	0.00		0.00	
EBT	0	0	0	0	0.00		0.00	
EBR	0	0	0	0	0.00		0.00	
WBL	1	1,600	318	209	0.20	*	0.13	*
WBT	0	0	0	0	0.00		0.00	
WBR	1	1,600	120	109	0.08		0.07	
N/S Critical Movements					0.53		1.47	
E/W Critical Movements					0.20		0.13	
Clearance Interval					0.10		0.10	
ICU					0.83		1.70	
Level of Service (LOS)					D		F	

* Critical Movement

EXISTING PLUS COMMITTED PLUS PROJECT
INTERSECTION CAPACITY UTILIZATION ANALYSIS

Intersection Number: 1
North/South Roadway: Lost Hills Road
East/West Roadway: Highway 101 Westbound Ramps
Conditions: Committed Improvements

Move-ment	Lanes	Capacity	Volume AM	Volume PM	V/C Ratio AM	V/C Ratio PM
NBL	0	0	581	2,068	0.00	0.00
NBT	1	1,600	93	190	0.49	1.63
NBR	0	0	0	0	0.00	0.00
SBL	0	0	0	0	0.00	0.00
SBT	1	1,600	215	94	0.13 *	0.06 *
SBR	1	1,600	71	94	0.04	0.06 *
EBL	0	0	0	0	0.00	0.00
EBT	0	0	0	0	0.00	0.00
EBR	0	0	0	0	0.00	0.00
WBL	1	1,600	374	204	0.23 *	0.13 *
WBT	0	0	0	0	0.00	0.00
WBR	1	1,600	110	135	0.07	0.08
N/S Critical Movements					0.62	1.69
E/W Critical Movements					0.23	0.13
Clearance Interval					0.10	0.10
ICU					0.95	1.92
Level of Service (LOS)					E	F

* Critical Movement

EXISTING PLUS COMMITTED PLUS PROJECT
INTERSECTION CAPACITY UTILIZATION ANALYSIS

Intersection Number: 1
North/South Roadway: Lost Hills Road
East/West Roadway: Highway 101 Westbound Ramps
Conditions: Project Improvements

Move-ment	Lanes	Capacity	Volume AM	Volume PM	V/C Ratio AM		V/C Ratio PM	
NBL	0	0	0	0	0.00	*	0.00	
NBT	2	3,200	93	190	0.03		0.06	
NBR	10	0	581	2,068	0.00		0.00	
SBL	0	0	0	0	0.00		0.00	
SBT	2	3,200	215	94	0.07	*	0.03	*
SBR	10	0	71	94	0.00		0.00	
EBL	0	0	0	0	0.00		0.00	
EBT	0	0	0	0	0.00		0.00	
EBR	0	0	0	0	0.00		0.00	
WBL	1	1,600	374	204	0.23	*	0.13	*
WBT	0	0	0	0	0.00		0.00	
WBR	1	1,600	110	135	0.07		0.08	
N/S Critical Movements					0.10		0.09	
E/W Critical Movements					0.23		0.13	
Clearance Interval					0.10		0.10	
ICU					0.43		0.32	
Level of Service (LOS)					A		A	

Note: NBR and SBR movements are free right turns.
* Critical Movement

EXISTING 1993
INTERSECTION CAPACITY UTILIZATION ANALYSIS

Intersection Number: 2
North/South Roadway: Lost Hills Road
East/West Roadway: Highway 101 Eastbound Ramps
Conditions: No Improvements

Move-ment	Lanes	Capacity	Volume AM	Volume PM	V/C Ratio AM		V/C Ratio PM	
NBL	0	0	0	0	0.00		0.00	
NBT	1	1,600	404	1,258	0.38		0.87	
NBR	0	0	199	135	0.00		0.00	
SBL	0	0	135	81	0.00		0.00	
SBT	1	1,600	238	127	0.31	*	0.17	*
SBR	0	0	0	0	0.00		0.00	
EBL	0	0	43	73	0.00		0.00	
EBT	1	1,600	2	3	0.03		0.05	
EBR	1	1,600	1,511	317	0.94	*	0.20	*
WBL	0	0	0	0	0.00		0.00	
WBT	0	0	0	0	0.00		0.00	
WBR	0	0	0	0	0.00		0.00	
N/S Critical Movements					0.69		1.04	
E/W Critical Movements					0.94		0.20	
Clearance Interval					0.10		0.10	
ICU					1.73		1.34	
Level of Service (LOS)					F		F	

* Critical Movement

EXISTING PLUS COMMITTED PROJECTS
INTERSECTION CAPACITY UTILIZATION ANALYSIS

Intersection Number: 2
North/South Roadway: Lost Hills Road
East/West Roadway: Highway 101 Eastbound Ramps
Conditions: Committed Improvements

Move-ment	Lanes	Capacity	Volume AM	Volume PM	V/C Ratio AM		V/C Ratio PM	
NBL	0	0	0	0	0.00	*	0.00	
NBT	1	1,600	633	1,983	0.61		1.38	
NBR	0	0	336	224	0.00		0.00	
SBL	0	0	195	92	0.00		0.00	
SBT	1	1,600	398	229	0.61	*	0.33	*
SBR	0	0	0	0	0.00		0.00	
EBL	0	0	66	112	0.00		0.00	
EBT	1	1,600	3	3	0.04		0.07	
EBR	1	1,600	2,213	440	1.38	*	0.28	*
WBL	0	0	0	0	0.00		0.00	
WBT	0	0	0	0	0.00		0.00	
WBR	0	0	0	0	0.00		0.00	
N/S Critical Movements					1.22		1.71	
E/W Critical Movements					1.38		0.28	
Clearance Interval					0.10		0.10	
ICU					2.70		2.09	
Level of Service (LOS)					F		F	

* Critical Movement

EXISTING PLUS COMMITTED PLUS PROJECT
INTERSECTION CAPACITY UTILIZATION ANALYSIS

Intersection Number: 2
North/South Roadway: Lost Hills Road
East/West Roadway: Highway 101 Eastbound Ramps
Conditions: Committed Improvements

Move-ment	Lanes	Capacity	Volume AM	Volume PM	V/C Ratio AM		V/C Ratio PM	
NBL	0	0	0	0	0.00	*	0.00	
NBT	1	1,600	755	2,353	0.71		1.62	
NBR	0	0	374	238	0.00		0.00	
SBL	0	0	210	99	0.00		0.00	
SBT	1	1,600	514	288	0.86	*	0.46	*
SBR	0	0	0	0	0.00		0.00	
EBL	0	0	80	133	0.00		0.00	
EBT	1	1,600	1	3	0.05		0.09	
EBR	1	1,600	2,456	474	1.54	*	0.30	*
WBL	0	0	0	0	0.00		0.00	
WBT	0	0	0	0	0.00		0.00	
WBR	0	0	0	0	0.00		0.00	
N/S Critical Movements					1.57		2.08	
E/W Critical Movements					1.54		0.30	
Clearance Interval					0.10		0.10	
ICU					3.21		2.48	
Level of Service (LOS)					F		F	

* Critical Movement

EXISTING PLUS COMMITTED PLUS PROJECT
INTERSECTION CAPACITY UTILIZATION ANALYSIS

Intersection Number: 2
North/South Roadway: Lost Hills Road
East/West Roadway: Highway 101 Eastbound Ramps
Conditions: Project Improvements

Move-ment	Lanes	Capacity	Volume AM	Volume PM	V/C Ratio AM		V/C Ratio PM	
NBL	0	0	0	0	0.00		0.00	
NBT	3	4,800	755	2,353	0.16		0.49	
NBR	10	0	374	238	0.00		0.00	
SBL	1	1,600	210	99	0.13		0.06	
SBT	2	3,200	514	288	0.16	*	0.09	*
SBR	0	0	0	0	0.00		0.00	
EBL	0	0	80	133	0.00		0.00	
EBT	1	1,600	1	3	0.05	*	0.09	*
EBR	10	0	2,456	474	0.00		0.00	
WBL	0	0	0	0	0.00		0.00	
WBT	0	0	0	0	0.00		0.00	
WBR	0	0	0	0	0.00		0.00	
N/S Critical Movements					0.32		0.58	
E/W Critical Movements					0.05		0.09	
Clearance Interval					0.10		0.10	
ICU					0.47		0.77	
Level of Service (LOS)					A		C	

Note: NBR and EBR movements are free right turns.
* Critical Movement

EXISTING 1993
INTERSECTION CAPACITY UTILIZATION ANALYSIS

Intersection Number: 3
North/South Roadway: Lost Hills Road
East/West Roadway: Agoura Road
Conditions: No Improvements

Move-ment	Lanes	Capacity	Volume AM	Volume PM	V/C Ratio AM		V/C Ratio PM	
NBL	1	1,600	2	2	0.00		0.00	
NBT	2	3,200	441	844	0.17	*	0.28	*
NBR	0	0	110	45	0.00		0.00	
SBL	1	1,600	466	88	0.29	*	0.06	*
SBT	2	3,200	885	329	0.30		0.11	
SBR	0	0	88	25	0.00		0.00	
EBL	1	1,600	17	65	0.01	*	0.04	*
EBT	2	3,200	2	20	0.00		0.01	
EBR	0	0	3	3	0.00		0.00	
WBL	1	1,600	16	71	0.01		0.04	
WBT	2	3,200	13	5	0.00		0.00	
WBR	1	1,600	62	382	0.04	*	0.24	*
N/S Critical Movements					0.46		0.34	
E/W Critical Movements					0.05		0.28	
Clearance Interval					0.10		0.10	
ICU					0.61		0.72	
Level of Service (LOS)					B		C	

* Critical Movement

EXISTING PLUS COMMITTED PROJECTS
INTERSECTION CAPACITY UTILIZATION ANALYSIS

Intersection Number: 3
North/South Roadway: Lost Hills Road
East/West Roadway: Agoura Road
Conditions: Committed Improvements

Move-ment	Lanes	Capacity	Volume AM	Volume PM	V/C Ratio AM		V/C Ratio PM	
NBL	1	1,600	4	4	0.00		0.00	
NBT	2	3,200	707	1,347	0.27	*	0.44	*
NBR	0	0	167	64	0.00		0.00	
SBL	1	1,600	703	126	0.44	*	0.08	*
SBT	2	3,200	1,407	526	0.50		0.18	
SBR	0	0	195	55	0.00		0.00	
EBL	1	1,600	37	145	0.02	*	0.09	*
EBT	2	3,200	4	41	0.00		0.02	
EBR	0	0	7	7	0.00		0.00	
WBL	1	1,600	23	107	0.01		0.07	
WBT	2	3,200	26	10	0.01		0.00	
WBR	1	1,600	89	575	0.06	*	0.36	*
N/S Critical Movements					0.71		0.52	
E/W Critical Movements					0.08		0.45	
Clearance Interval					0.10		0.10	
ICU					0.89		1.07	
Level of Service (LOS)					D		F	

* Critical Movement

EXISTING PLUS COMMITTED PLUS PROJECT
INTERSECTION CAPACITY UTILIZATION ANALYSIS

Intersection Number: 3
North/South Roadway: Lost Hills Road
East/West Roadway: Agoura Road
Conditions: Committed Improvements

Move-ment	Lanes	Capacity	Volume AM	Volume PM	V/C Ratio AM		V/C Ratio PM	
NBL	1	1,600	6	6	0.00		0.00	
NBT	2	3,200	849	1,631	0.32	*	0.53	*
NBR	0	0	189	69	0.00		0.00	
SBL	1	1,600	722	126	0.45	*	0.08	*
SBT	2	3,200	1,707	638	0.61		0.22	
SBR	0	0	232	65	0.00		0.00	
EBL	1	1,600	43	174	0.03	*	0.11	*
EBT	2	3,200	5	44	0.00		0.02	
EBR	0	0	8	9	0.00		0.00	
WBL	1	1,600	25	118	0.02		0.07	
WBT	2	3,200	28	11	0.01		0.00	
WBR	1	1,600	88	591	0.06	*	0.37	*
N/S Critical Movements					0.77		0.61	
E/W Critical Movements					0.09		0.48	
Clearance Interval					0.10		0.10	
ICU					0.96		1.19	
Level of Service (LOS)					E		F	

* Critical Movement

EXISTING PLUS COMMITTED PLUS PROJECT
INTERSECTION CAPACITY UTILIZATION ANALYSIS

Intersection Number: 3
North/South Roadway: Lost Hills Road
East/West Roadway: Agoura Road
Conditions: Project Improvements

Move-ment	Lanes	Capacity	Volume AM	Volume PM	V/C Ratio AM		V/C Ratio PM	
NBL	1	1,600	6	6	0.00	*	0.00	
NBT	3	4,800	849	1,631	0.22		0.35	*
NBR	0	0	189	69	0.00		0.00	
SBL	2	2,880	722	126	0.25		0.04	*
SBT	2	3,200	1,707	638	0.53	*	0.20	
SBR	1	1,600	232	65	0.15		0.04	
EBL	1	1,600	43	174	0.03	*	0.11	*
EBT	3	4,800	5	44	0.00		0.01	
EBR	0	0	8	9	0.00		0.00	
WBL	1	1,600	25	118	0.02		0.07	
WBT	2	3,200	28	11	0.01		0.00	
WBR	2	2,880	88	591	0.03	*	0.21	*
N/S Critical Movements					0.53		0.39	
E/W Critical Movements					0.06		0.32	
Clearance Interval					0.10		0.10	
ICU					0.69		0.81	
Level of Service (LOS)					B		D	

* Critical Movement

EXISTING 1993
INTERSECTION CAPACITY UTILIZATION ANALYSIS

Intersection Number: 4
North/South Roadway: Las Virgenes Road
East/West Roadway: Mureau Road
Conditions: No Improvements

Move-ment	Lanes	Capacity	Volume AM	Volume PM	V/C Ratio AM		V/C Ratio PM	
NBL	0	0	0	0	0.00	*	0.00	
NBT	2	3,200	177	569	0.11		0.20	*
NBR	0	0	173	61	0.00		0.00	
SBL	1	1,600	70	20	0.04		0.01	*
SBT	2	3,200	543	326	0.17	*	0.10	
SBR	0	0	0	0	0.00		0.00	
EBL	0	0	0	0	0.00		0.00	
EBT	0	0	0	0	0.00		0.00	
EBR	0	0	0	0	0.00		0.00	
WBL	1	1,600	53	153	0.03	*	0.10	*
WBT	0	0	0	0	0.00		0.00	
WBR	1	1,600	8	64	0.01		0.04	
N/S Critical Movements					0.17		0.21	
E/W Critical Movements					0.03		0.10	
Clearance Interval					0.10		0.10	
ICU					0.30		0.41	
Level of Service (LOS)					A		A	

* Critical Movement

EXISTING PLUS COMMITTED PROJECTS
INTERSECTION CAPACITY UTILIZATION ANALYSIS

Intersection Number: 4
North/South Roadway: Las Virgenes Road
East/West Roadway: Mureau Road
Conditions: Committed Improvements

Move-ment	Lanes	Capacity	Volume AM	Volume PM	V/C Ratio AM		V/C Ratio PM	
NBL	0	0	0	0	0.00	*	0.00	
NBT	2	3,200	201	656	0.13		0.23	*
NBR	0	0	214	78	0.00		0.00	
SBL	1	1,600	92	25	0.06		0.02	*
SBT	2	3,200	624	372	0.20	*	0.12	
SBR	0	0	0	0	0.00		0.00	
EBL	0	0	0	0	0.00		0.00	
EBT	0	0	0	0	0.00		0.00	
EBR	0	0	0	0	0.00		0.00	
WBL	1	1,600	68	193	0.04	*	0.12	*
WBT	0	0	0	0	0.00		0.00	
WBR	1	1,600	11	81	0.01		0.05	
N/S Critical Movements					0.20		0.25	
E/W Critical Movements					0.04		0.12	
Clearance Interval					0.10		0.10	
ICU					0.34		0.47	
Level of Service (LOS)					A		A	

* Critical Movement

EXISTING PLUS COMMITTED PLUS PROJECT
INTERSECTION CAPACITY UTILIZATION ANALYSIS

Intersection Number: 4
North/South Roadway: Las Virgenes Road
East/West Roadway: Mureau Road
Conditions: Committed Improvements

Move-ment	Lanes	Capacity	Volume AM	Volume PM	V/C Ratio AM		V/C Ratio PM	
NBL	0	0	0	0	0.00		0.00	
NBT	2	3,200	212	696	0.14	*	0.25	*
NBR	0	0	242	92	0.00		0.00	
SBL	1	1,600	131	36	0.08	*	0.02	*
SBT	2	3,200	657	392	0.21		0.12	
SBR	0	0	0	0	0.00		0.00	
EBL	0	0	0	0	0.00		0.00	
EBT	0	0	0	0	0.00		0.00	
EBR	0	0	0	0	0.00		0.00	
WBL	1	1,600	81	222	0.05	*	0.14	*
WBT	0	0	0	0	0.00		0.00	
WBR	1	1,600	16	113	0.01		0.07	
N/S Critical Movements					0.22		0.27	
E/W Critical Movements					0.05		0.14	
Clearance Interval					0.10		0.10	
ICU					0.37		0.51	
Level of Service (LOS)					A		A	

* Critical Movement

EXISTING PLUS COMMITTED PLUS PROJECT
INTERSECTION CAPACITY UTILIZATION ANALYSIS

Intersection Number: 4
North/South Roadway: Las Virgenes Road
East/West Roadway: Mureau Road
Conditions: Project Improvements

Move-ment	Lanes	Capacity	Volume AM	Volume PM	V/C Ratio AM		V/C Ratio PM	
NBL	0	0	0	0	0.00		0.00	
NBT	2	3,200	212	696	0.14	*	0.25	*
NBR	0	0	242	92	0.00		0.00	
SBL	1	1,600	131	36	0.08	*	0.02	*
SBT	2	3,200	657	392	0.21		0.12	
SBR	0	0	0	0	0.00		0.00	
EBL	0	0	0	0	0.00		0.00	
EBT	0	0	0	0	0.00		0.00	
EBR	0	0	0	0	0.00		0.00	
WBL	1	1,600	81	222	0.05	*	0.14	*
WBT	0	0	0	0	0.00		0.00	
WBR	1	1,600	16	113	0.01		0.07	
N/S Critical Movements					0.22		0.27	
E/W Critical Movements					0.05		0.14	
Clearance Interval					0.10		0.10	
ICU					0.37		0.51	
Level of Service (LOS)					A		A	

* Critical Movement

EXISTING 1993
INTERSECTION CAPACITY UTILIZATION ANALYSIS

Intersection Number: 5
North/South Roadway: Las Virgenes Road
East/West Roadway: Highway 101 Westbound Ramps
Conditions: No Improvements

Move-ment	Lanes	Capacity	Volume AM	Volume PM	V/C Ratio AM		V/C Ratio PM	
NBL	1	1,600	84	247	0.05	*	0.15	*
NBT	2	3,200	651	360	0.20		0.11	
NBR	0	0	0	0	0.00		0.00	
SBL	0	0	0	0	0.00		0.00	
SBT	2	3,200	663	256	0.29	*	0.15	*
SBR	0	0	261	225	0.00		0.00	
EBL	0	0	0	0	0.00		0.00	
EBT	0	0	0	0	0.00		0.00	
EBR	0	0	0	0	0.00		0.00	
WBL	2	2,880	964	453	0.33	*	0.16	
WBT	0	0	0	0	0.00		0.00	
WBR	1	1,600	156	270	0.10		0.17	*
N/S Critical Movements					0.34		0.30	
E/W Critical Movements					0.33		0.17	
Clearance Interval					0.10		0.10	
ICU					0.77		0.57	
Level of Service (LOS)					C		A	

* Critical Movement

EXISTING PLUS COMMITTED PROJECTS
INTERSECTION CAPACITY UTILIZATION ANALYSIS

Intersection Number: 5
North/South Roadway: Las Virgenes Road
East/West Roadway: Highway 101 Westbound Ramps
Conditions: Committed Improvements

Move-ment	Lanes	Capacity	Volume AM	Volume PM	V/C Ratio AM		V/C Ratio PM	
NBL	2	2,880	191	423	0.07	*	0.15	*
NBT	2	3,200	831	413	0.26		0.13	
NBR	0	0	0	0	0.00		0.00	
SBL	0	0	0	0	0.00		0.00	
SBT	2	3,200	736	268	0.23	*	0.08	
SBR	1	1,600	297	260	0.19		0.16	*
EBL	0	0	0	0	0.00		0.00	
EBT	0	0	0	0	0.00		0.00	
EBR	0	0	0	0	0.00		0.00	
WBL	2	2,880	1,786	854	0.62	*	0.30	*
WBT	0	0	0	0	0.00		0.00	
WBR	1	1,600	165	380	0.10		0.24	
N/S Critical Movements					0.30		0.31	
E/W Critical Movements					0.62		0.30	
Clearance Interval					0.10		0.10	
ICU					1.02		0.71	
Level of Service (LOS)					F		C	

* Critical Movement

EXISTING PLUS COMMITTED PLUS PROJECT
INTERSECTION CAPACITY UTILIZATION ANALYSIS

Intersection Number: 5
North/South Roadway: Las Virgenes Road
East/West Roadway: Highway 101 Westbound Ramps
Conditions: Committed Improvements

Move-ment	Lanes	Capacity	Volume AM	Volume PM	V/C Ratio AM		V/C Ratio PM	
NBL	2	2,880	241	499	0.08	*	0.17	*
NBT	2	3,200	913	446	0.29		0.14	
NBR	0	0	0	0	0.00		0.00	
SBL	0	0	0	0	0.00		0.00	
SBT	2	3,200	798	285	0.25	*	0.09	
SBR	1	1,600	318	283	0.20		0.18	*
EBL	0	0	0	0	0.00		0.00	
EBT	0	0	0	0	0.00		0.00	
EBR	0	0	0	0	0.00		0.00	
WBL	2	2,880	2,063	990	0.72	*	0.34	*
WBT	0	0	0	0	0.00		0.00	
WBR	1	1,600	162	412	0.10		0.26	
N/S Critical Movements					0.33		0.35	
E/W Critical Movements					0.72		0.34	
Clearance Interval					0.10		0.10	
ICU					1.15		0.79	
Level of Service (LOS)					F		C	

* Critical Movement

EXISTING PLUS COMMITTED PLUS PROJECT
INTERSECTION CAPACITY UTILIZATION ANALYSIS

Intersection Number: 5
North/South Roadway: Las Virgenes Road
East/West Roadway: Highway 101 Westbound Ramps
Conditions: Project Improvements

Move-ment	Lanes	Capacity	Volume AM	Volume PM	V/C Ratio AM		V/C Ratio PM	
NBL	2	2,880	241	499	0.08	*	0.17	*
NBT	2	3,200	913	446	0.29		0.14	
NBR	0	0	0	0	0.00		0.00	
SBL	0	0	0	0	0.00		0.00	
SBT	2	3,200	798	285	0.25	*	0.09	
SBR	1	1,600	318	283	0.20		0.18	*
EBL	0	0	0	0	0.00		0.00	
EBT	0	0	0	0	0.00		0.00	
EBR	0	0	0	0	0.00		0.00	
WBL	3	0	2,063	990	0.00		0.00	
WBT	0	0	0	0	0.00	*	0.00	*
WBR	1	1,600	162	412	0.10	*	0.26	*
N/S Critical Movements					0.33		0.35	
E/W Critical Movements					0.10		0.26	
Clearance Interval					0.10		0.10	
ICU					0.53		0.71	
Level of Service (LOS)					A		C	

* Critical Movement

EXISTING 1993
INTERSECTION CAPACITY UTILIZATION ANALYSIS

Intersection Number: 6
North/South Roadway: Las Virgenes Road
East/West Roadway: Highway 101 Eastbound Ramps
Conditions: No Improvements

Move-ment	Lanes	Capacity	Volume AM	Volume PM	V/C Ratio AM		V/C Ratio PM	
NBL	1	1,600	1	5	0.00	*	0.00	
NBT	2	3,200	818	1,492	0.26		0.47	*
NBR	0	0	0	0	0.00		0.00	
SBL	1	1,600	9	24	0.01		0.02	*
SBT	2	3,200	1,270	627	0.49	*	0.26	
SBR	0	0	312	198	0.00		0.00	
EBL	0	0	371	221	0.00		0.00	
EBT	1	1,600	7	5	0.24		0.14	
EBR	1	1,600	415	219	0.26	*	0.14	
WBL	0	0	0	4	0.00	*	0.00	
WBT	1	1,600	0	2	0.00		0.05	*
WBR	0	0	4	72	0.00		0.00	
N/S Critical Movements					0.49		0.49	
E/W Critical Movements					0.26		0.19	
Clearance Interval					0.10		0.10	
ICU					0.85		0.78	
Level of Service (LOS)					D		C	

* Critical Movement

EXISTING PLUS COMMITTED PROJECTS
INTERSECTION CAPACITY UTILIZATION ANALYSIS

Intersection Number: 6
North/South Roadway: Las Virgenes Road
East/West Roadway: Highway 101 Eastbound Ramps
Conditions: Committed Improvements

Move-ment	Lanes	Capacity	Volume AM	Volume PM	V/C Ratio AM		V/C Ratio PM	
NBL	1	1,600	1	7	0.00	*	0.00	
NBT	3	4,800	1,216	2,201	0.25		0.46	*
NBR	1	1,600	0	0	0.00		0.00	
SBL	1	1,600	17	44	0.01		0.03	*
SBT	3	4,800	1,922	943	0.40	*	0.20	
SBR	1	1,600	417	265	0.26		0.17	
EBL	1	1,600	521	292	0.33		0.18	*
EBT	2	3,200	12	8	0.00		0.00	
EBR	1	1,600	543	299	0.34	*	0.19	
WBL	0	0	0	8	0.00	*	0.00	
WBT	1	1,600	0	3	0.00		0.09	*
WBR	0	0	7	132	0.00		0.00	
N/S Critical Movements					0.40		0.49	
E/W Critical Movements					0.34		0.28	
Clearance Interval					0.10		0.10	
ICU					0.84		0.87	
Level of Service (LOS)					D		D	

* Critical Movement

EXISTING PLUS COMMITTED PLUS PROJECT
INTERSECTION CAPACITY UTILIZATION ANALYSIS

Intersection Number: 6
North/South Roadway: Las Virgenes Road
East/West Roadway: Highway 101 Eastbound Ramps
Conditions: Committed Improvements

Move-ment	Lanes	Capacity	Volume AM	Volume PM	V/C Ratio AM		V/C Ratio PM	
NBL	1	1,600	1	8	0.00	*	0.01	
NBT	3	4,800	1,377	2,493	0.29		0.52	*
NBR	1	1,600	0	0	0.00		0.00	
SBL	1	1,600	20	50	0.01		0.03	*
SBT	3	4,800	2,172	1,066	0.45	*	0.22	
SBR	1	1,600	477	303	0.30		0.19	
EBL	1	1,600	593	333	0.37		0.21	*
EBT	2	3,200	13	10	0.00		0.00	
EBR	1	1,600	622	342	0.39	*	0.21	
WBL	0	0	0	9	0.00	*	0.00	
WBT	1	1,600	0	4	0.01		0.10	*
WBR	0	0	8	150	0.00		0.00	
N/S Critical Movements					0.45		0.55	
E/W Critical Movements					0.39		0.31	
Clearance Interval					0.10		0.10	
ICU					0.94		0.96	
Level of Service (LOS)					E		E	

* Critical Movement

EXISTING PLUS COMMITTED PLUS PROJECT
INTERSECTION CAPACITY UTILIZATION ANALYSIS

Intersection Number:	6
North/South Roadway:	Las Virgenes Road
East/West Roadway:	Highway 101 Eastbound Ramps
Conditions:	Project Improvements

Move-ment	Lanes	Capacity	Volume AM	Volume PM	V/C Ratio AM		V/C Ratio PM	
NBL	1	1,600	1	8	0.00	*	0.01	
NBT	3	4,800	1,377	2,493	0.29		0.52	*
NBR	1	1,600	0	0	0.00		0.00	
SBL	1	1,600	20	50	0.01		0.03	*
SBT	3	4,800	2,172	1,066	0.45	*	0.22	
SBR	1	1,600	477	303	0.30		0.19	
EBL	0	0	593	333	0.00		0.00	
EBT	4	6,400	13	10	0.19	*	0.11	
EBR	0	0	622	342	0.00		0.00	
WBL	0	0	0	9	0.00	*	0.00	
WBT	1	1,600	0	4	0.01		0.10	*
WBR	0	0	8	150	0.00		0.00	
N/S Critical Movements					0.45		0.55	
E/W Critical Movements					0.19		0.11	
Clearance Interval					0.10		0.10	
ICU					0.74		0.76	
Level of Service (LOS)					C		C	

* Critical Movement

EXISTING 1993
INTERSECTION CAPACITY UTILIZATION ANALYSIS

Intersection Number: 7
North/South Roadway: Las Virgenes Road
East/West Roadway: Agoura Road
Conditions: No Improvements

Move-ment	Lanes	Capacity	Volume AM	Volume PM	V/C Ratio AM		V/C Ratio PM	
NBL	1	1,600	35	52	0.02	*	0.03	*
NBT	2	3,200	625	894	0.20		0.28	
NBR	0	0	0	0	0.00		0.00	
SBL	0	0	0	0	0.00		0.00	
SBT	1	1,600	1,083	576	0.68	*	0.36	*
SBR	1	1,600	529	254	0.33		0.16	
EBL	2	2,880	203	566	0.07	*	0.20	*
EBT	0	0	0	0	0.00		0.00	
EBR	1	1,600	118	49	0.07		0.03	
WBL	0	0	0	0	0.00		0.00	
WBT	0	0	0	0	0.00	*	0.00	*
WBR	0	0	0	0	0.00		0.00	
N/S Critical Movements					0.70		0.39	
E/W Critical Movements					0.07		0.20	
Clearance Interval					0.10		0.10	
ICU					0.87		0.69	
Level of Service (LOS)					D		B	

* Critical Movement

EXISTING PLUS COMMITTED PROJECTS
INTERSECTION CAPACITY UTILIZATION ANALYSIS

Intersection Number: 7
North/South Roadway: Las Virgenes Road
East/West Roadway: Agoura Road
Conditions: Committed Improvements

Move-ment	Lanes	Capacity	Volume AM	Volume PM	V/C Ratio AM		V/C Ratio PM	
NBL	1	1,600	53	80	0.03	*	0.05	*
NBT	3	4,800	912	1,301	0.19		0.27	
NBR	0	0	0	0	0.00		0.00	
SBL	0	0	0	0	0.00		0.00	
SBT	2	3,200	1,577	840	0.74	*	0.38	*
SBR	0	0	799	383	0.00		0.00	
EBL	2	2,880	306	852	0.11	*	0.30	*
EBT	0	0	0	0	0.00		0.00	
EBR	1	1,600	179	76	0.11		0.05	
WBL	0	0	0	0	0.00		0.00	
WBT	0	0	0	0	0.00	*	0.00	*
WBR	0	0	0	0	0.00		0.00	
N/S Critical Movements					0.77		0.43	
E/W Critical Movements					0.11		0.30	
Clearance Interval					0.10		0.10	
ICU					0.98		0.83	
Level of Service (LOS)					E		D	

* Critical Movement

EXISTING PLUS COMMITTED PLUS PROJECT
INTERSECTION CAPACITY UTILIZATION ANALYSIS

Intersection Number: 7
North/South Roadway: Las Virgenes Road
East/West Roadway: Agoura Road
Conditions: Committed Improvements

Move-ment	Lanes	Capacity	Volume AM	Volume PM	V/C Ratio AM		V/C Ratio PM	
NBL	1	1,600	54	77	0.03	*	0.05	*
NBT	3	4,800	1,063	1,532	0.22		0.32	
NBR	0	0	0	0	0.00		0.00	
SBL	0	0	0	0	0.00		0.00	
SBT	2	3,200	1,852	982	0.84	*	0.43	*
SBR	0	0	832	402	0.00		0.00	
EBL	2	2,880	321	897	0.11	*	0.31	*
EBT	0	0	0	0	0.00		0.00	
EBR	1	1,600	182	72	0.11		0.05	
WBL	0	0	0	0	0.00		0.00	
WBT	0	0	0	0	0.00	*	0.00	*
WBR	0	0	0	0	0.00		0.00	
N/S Critical Movements					0.87		0.48	
E/W Critical Movements					0.11		0.31	
Clearance Interval					0.10		0.10	
ICU					1.08		0.89	
Level of Service (LOS)					F		D	

* Critical Movement

EXISTING PLUS COMMITTED PLUS PROJECT
INTERSECTION CAPACITY UTILIZATION ANALYSIS

Intersection Number: 7
North/South Roadway: Las Virgenes Road
East/West Roadway: Agoura Road
Conditions: Project Improvements

Move-ment	Lanes	Capacity	Volume AM	Volume PM	V/C Ratio AM		V/C Ratio PM	
NBL	1	1,600	54	77	0.03	*	0.05	*
NBT	3	4,800	1,063	1,532	0.22		0.32	
NBR	0	0	0	0	0.00		0.00	
SBL	0	0	0	0	0.00		0.00	
SBT	2	3,200	1,852	982	0.58	*	0.31	*
SBR	1	1,600	832	402	0.52		0.25	
EBL	2	2,880	321	897	0.11	*	0.31	*
EBT	0	0	0	0	0.00		0.00	
EBR	1	1,600	182	72	0.11		0.05	
WBL	0	0	0	0	0.00		0.00	
WBT	0	0	0	0	0.00	*	0.00	*
WBR	0	0	0	0	0.00		0.00	
N/S Critical Movements					0.61		0.36	
E/W Critical Movements					0.11		0.31	
Clearance Interval					0.10		0.10	
ICU					0.82		0.77	
Level of Service (LOS)					D		C	

* Critical Movement

EXISTING 1993
INTERSECTION CAPACITY UTILIZATION ANALYSIS

Intersection Number: 8
North/South Roadway: Hwy 101 Westbound Off-Ramp (Pkwy Calabasas)
East/West Roadway: Ventura Boulevard
Conditions: No Improvements

Move-ment	Lanes	Capacity	Volume AM	Volume PM	V/C Ratio AM		V/C Ratio PM	
NBL	1	1,600	587	405	0.37	*	0.25	*
NBT	0	0	0	0	0.00		0.00	
NBR	1	1,600	194	67	0.12		0.04	
SBL	0	0	0	0	0.00		0.00	
SBT	0	0	0	0	0.00		0.00	
SBR	0	0	0	0	0.00		0.00	
EBL	0	0	0	0	0.00		0.00	
EBT	1	1,600	144	53	0.09	*	0.03	*
EBR	0	0	0	0	0.00		0.00	
WBL	0	0	0	0	0.00		0.00	
WBT	1	1,600	74	396	0.05	*	0.25	*
WBR	0	0	0	0	0.00		0.00	
N/S Critical Movements					0.37		0.25	
E/W Critical Movements					0.14		0.28	
Clearance Interval					0.10		0.10	
ICU					0.61		0.63	
Level of Service (LOS)					B		B	

* Critical Movement

EXISTING PLUS COMMITTED PROJECTS
INTERSECTION CAPACITY UTILIZATION ANALYSIS

Intersection Number: 8
North/South Roadway: Hwy 101 Westbound Off-Ramp (Pkwy Calabasas)
East/West Roadway: Ventura Boulevard
Conditions: Committed Improvements

Move-ment	Lanes	Capacity	Volume AM	Volume PM	V/C Ratio AM		V/C Ratio PM	
NBL	2	2,880	681	491	0.24	*	0.17	*
NBT	0	0	0	0	0.00		0.00	
NBR	1	1,600	214	68	0.13		0.04	
SBL	0	0	0	0	0.00		0.00	
SBT	0	0	0	0	0.00		0.00	
SBR	0	0	0	0	0.00		0.00	
EBL	0	0	0	0	0.00		0.00	
EBT	1	1,600	145	55	0.09	*	0.03	*
EBR	0	0	0	0	0.00		0.00	
WBL	0	0	0	0	0.00		0.00	
WBT	2	3,200	80	425	0.03	*	0.13	*
WBR	0	0	0	0	0.00		0.00	
N/S Critical Movements					0.24		0.17	
E/W Critical Movements					0.12		0.16	
Clearance Interval					0.10		0.10	
ICU					0.46		0.43	
Level of Service (LOS)					A		A	

* Critical Movement

EXISTING PLUS COMMITTED PLUS PROJECT
INTERSECTION CAPACITY UTILIZATION ANALYSIS

Intersection Number: 8
North/South Roadway: Hwy 101 Westbound Off-Ramp (Pkwy Calabasas)
East/West Roadway: Ventura Boulevard
Conditions: Committed Improvements

Move-ment	Lanes	Capacity	Volume AM	Volume PM	V/C Ratio AM		V/C Ratio PM	
NBL	2	2,880	969	696	0.34	*	0.24	*
NBT	0	0	0	0	0.00		0.00	
NBR	1	1,600	307	98	0.19		0.06	
SBL	0	0	0	0	0.00		0.00	
SBT	0	0	0	0	0.00		0.00	
SBR	0	0	0	0	0.00		0.00	
EBL	0	0	0	0	0.00		0.00	
EBT	1	1,600	210	79	0.13	*	0.05	*
EBR	0	0	0	0	0.00		0.00	
WBL	0	0	0	0	0.00		0.00	
WBT	2	3,200	102	561	0.03	*	0.18	*
WBR	0	0	0	0	0.00		0.00	
N/S Critical Movements					0.34		0.24	
E/W Critical Movements					0.16		0.23	
Clearance Interval					0.10		0.10	
ICU					0.60		0.57	
Level of Service (LOS)					B		A	

* Critical Movement

EXISTING PLUS COMMITTED PLUS PROJECT
INTERSECTION CAPACITY UTILIZATION ANALYSIS

Intersection Number: 8
North/South Roadway: Hwy 101 Westbound Off-Ramp (Pkwy Calabasas)
East/West Roadway: Ventura Boulevard
Conditions: Project Improvements

Move-ment	Lanes	Capacity	Volume AM	Volume PM	V/C Ratio AM		V/C Ratio PM	
NBL	2	2,880	969	696	0.34	*	0.24	*
NBT	0	0	0	0	0.00		0.00	
NBR	1	1,600	307	98	0.19		0.06	
SBL	0	0	0	0	0.00		0.00	
SBT	0	0	0	0	0.00		0.00	
SBR	0	0	0	0	0.00		0.00	
EBL	0	0	0	0	0.00		0.00	
EBT	1	1,600	210	79	0.13	*	0.05	*
EBR	0	0	0	0	0.00		0.00	
WBL	0	0	0	0	0.00		0.00	
WBT	2	3,200	102	561	0.03	*	0.18	*
WBR	0	0	0	0	0.00		0.00	
N/S Critical Movements					0.34		0.24	
E/W Critical Movements					0.16		0.23	
Clearance Interval					0.10		0.10	
ICU					0.60		0.57	
Level of Service (LOS)					B		A	

* Critical Movement

EXISTING 1993
INTERSECTION CAPACITY UTILIZATION ANALYSIS

Intersection Number: 9
North/South Roadway: Parkway Calabasas
East/West Roadway: Highway 101 Westbound On-Ramp
Conditions: No Improvements

Move-ment	Lanes	Capacity	Volume AM	Volume PM	V/C Ratio AM		V/C Ratio PM	
NBL	0	0	328	465	0.00		0.00	
NBT	1	1,600	284	73	0.57	*	0.50	*
NBR	0	0	0	0	0.00		0.00	
SBL	0	0	0	0	0.00		0.00	
SBT	1	1,600	521	789	0.35	*	0.61	*
SBR	0	0	43	190	0.00		0.00	
EBL	0	0	0	0	0.00		0.00	
EBT	0	0	0	0	0.00		0.00	
EBR	0	0	0	0	0.00		0.00	
WBL	0	0	0	0	0.00		0.00	
WBT	0	0	0	0	0.00		0.00	
WBR	0	0	0	0	0.00		0.00	
N/S Critical Movements					0.92		1.11	
E/W Critical Movements					0.00		0.00	
Clearance Interval					0.10		0.10	
ICU					1.02		1.21	
Level of Service (LOS)					F		F	

* Critical Movement

EXISTING PLUS COMMITTED PROJECTS
INTERSECTION CAPACITY UTILIZATION ANALYSIS

Intersection Number: 9
North/South Roadway: Parkway Calabasas
East/West Roadway: Highway 101 Westbound On-Ramp
Conditions: Committed Improvements

Move-ment	Lanes	Capacity	Volume AM	Volume PM	V/C Ratio AM		V/C Ratio PM	
NBL	0	0	0	0	0.00		0.00	
NBT	2	3,200	320	99	0.10	*	0.03	*
NBR	10	0	487	688	0.00		0.00	
SBL	0	0	0	0	0.00		0.00	
SBT	2	3,200	578	904	0.20	*	0.35	*
SBR	0	0	69	212	0.00		0.00	
EBL	0	0	0	0	0.00		0.00	
EBT	0	0	0	0	0.00		0.00	
EBR	0	0	0	0	0.00		0.00	
WBL	0	0	0	0	0.00		0.00	
WBT	0	0	0	0	0.00		0.00	
WBR	0	0	0	0	0.00		0.00	
N/S Critical Movements					0.30		0.38	
E/W Critical Movements					0.00		0.00	
Clearance Interval					0.10		0.10	
ICU					0.40		0.48	
Level of Service (LOS)					A		A	

Note: NBR turn is a free right turn.
* Critical Movement

EXISTING PLUS COMMITTED PLUS PROJECT
INTERSECTION CAPACITY UTILIZATION ANALYSIS

Intersection Number: 9
North/South Roadway: Parkway Calabasas
East/West Roadway: Highway 101 Westbound On-Ramp
Conditions: Committed Improvements

Move-ment	Lanes	Capacity	Volume AM	Volume PM	V/C Ratio AM		V/C Ratio PM	
NBL	0	0	0	0	0.00		0.00	
NBT	2	3,200	695	257	0.22	*	0.08	*
NBR	10	0	400	567	0.00		0.00	
SBL	0	0	0	0	0.00		0.00	
SBT	2	3,200	967	1,623	0.48	*	0.80	*
SBR	0	0	576	932	0.00		0.00	
EBL	0	0	0	0	0.00		0.00	
EBT	0	0	0	0	0.00		0.00	
EBR	0	0	0	0	0.00		0.00	
WBL	0	0	0	0	0.00		0.00	
WBT	0	0	0	0	0.00		0.00	
WBR	0	0	0	0	0.00		0.00	
N/S Critical Movements					0.70		0.88	
E/W Critical Movements					0.00		0.00	
Clearance Interval					0.10		0.10	
ICU					0.80		0.98	
Level of Service (LOS)					C		E	

* Critical Movement

EXISTING PLUS COMMITTED PLUS PROJECT
INTERSECTION CAPACITY UTILIZATION ANALYSIS

Intersection Number: 9
North/South Roadway: Parkway Calabasas
East/West Roadway: Highway 101 Westbound On-Ramp
Conditions: Project Improvements

Move-ment	Lanes	Capacity	Volume AM	Volume PM	V/C Ratio AM		V/C Ratio PM	
NBL	0	0	0	0	0.00		0.00	
NBT	2	3,200	695	257	0.22	*	0.08	*
NBR	10	0	400	567	0.00		0.00	
SBL	0	0	0	0	0.00		0.00	
SBT	2	3,200	967	1,623	0.30		0.51	
SBR	1	1,600	576	932	0.36	*	0.58	*
EBL	0	0	0	0	0.00		0.00	
EBT	0	0	0	0	0.00		0.00	
EBR	0	0	0	0	0.00		0.00	
WBL	0	0	0	0	0.00		0.00	
WBT	0	0	0	0	0.00		0.00	
WBR	0	0	0	0	0.00		0.00	
N/S Critical Movements					0.58		0.66	
E/W Critical Movements					0.00		0.00	
Clearance Interval					0.10		0.10	
ICU					0.68		0.76	
Level of Service (LOS)					B		C	

Note: NBR turn is a free right turn.
* Critical Movement

EXISTING 1993
INTERSECTION CAPACITY UTILIZATION ANALYSIS

Intersection Number: 10
North/South Roadway: Parkway Calabasas
East/West Roadway: Highway 101 Eastbound Ramps
Conditions: No Improvements

Move-ment	Lanes	Capacity	Volume AM	Volume PM	V/C Ratio AM		V/C Ratio PM	
NBL	0	0	0	0	0.00		0.00	
NBT	1	1,600	481	474	0.30	*	0.30	*
NBR	10	0	481	633	0.00		0.00	
SBL	1	1,600	56	308	0.04	*	0.19	*
SBT	1	1,600	493	501	0.31		0.31	
SBR	0	0	0	0	0.00		0.00	
EBL	1	1,600	133	45	0.08		0.03	
EBT	0	0	0	0	0.00		0.00	
EBR	1	1,600	397	690	0.25	*	0.43	*
WBL	0	0	0	0	0.00		0.00	
WBT	0	0	0	0	0.00		0.00	
WBR	0	0	0	0	0.00		0.00	
N/S Critical Movements					0.34		0.49	
E/W Critical Movements					0.25		0.43	
Clearance Interval					0.10		0.10	
ICU					0.69		1.02	
Level of Service (LOS)					B		F	

Note: Northbound right turn lane is a free right.
* Critical Movement

EXISTING PLUS COMMITTED PROJECTS
INTERSECTION CAPACITY UTILIZATION ANALYSIS

Intersection Number: 10
North/South Roadway: Parkway Calabasas
East/West Roadway: Highway 101 Eastbound Ramps
Conditions: Committed Improvements

Move-ment	Lanes	Capacity	Volume AM	Volume PM	V/C Ratio AM		V/C Ratio PM	
NBL	0	0	0	0	0.00		0.00	
NBT	0	0	0	0	0.00	*	0.00	*
NBR	0	0	0	0	0.00		0.00	
SBL	2	2,880	730	1,024	0.25	*	0.36	*
SBT	0	0	0	0	0.00		0.00	
SBR	10	0	105	125	0.00		0.00	
EBL	1	1,600	126	167	0.08	*	0.10	*
EBT	1	1,600	687	0	0.43		0.19	
EBR	0	0	0	310	0.00		0.00	
WBL	0	0	0	0	0.00		0.00	
WBT	1	1,600	381	304	0.24	*	0.19	*
WBR	10	0	616	1,152	0.00		0.00	
N/S Critical Movements					0.25		0.36	
E/W Critical Movements					0.43		0.29	
Clearance Interval					0.10		0.10	
ICU					0.78		0.75	
Level of Service (LOS)					C		C	

Note: SBR and WBR movements are free right turns.
* Critical Movement

EXISTING PLUS COMMITTED PLUS PROJECT
INTERSECTION CAPACITY UTILIZATION ANALYSIS

Intersection Number: 10
North/South Roadway: Parkway Calabasas
East/West Roadway: Highway 101 Eastbound Ramps
Conditions: Committed Improvements

Move-ment	Lanes	Capacity	Volume AM	Volume PM	V/C Ratio AM		V/C Ratio PM	
NBL	0	0	0	0	0.00		0.00	
NBT	0	0	0	0	0.00	*	0.00	*
NBR	0	0	0	0	0.00		0.00	
SBL	2	2,880	890	1,223	0.31	*	0.42	*
SBT	0	0	0	0	0.00		0.00	
SBR	10	0	143	205	0.00		0.00	
EBL	1	1,600	249	280	0.16	*	0.18	*
EBT	1	1,600	1,028	273	0.64		0.17	
EBR	0	0	0	0	0.00		0.00	
WBL	0	0	0	0	0.00		0.00	
WBT	1	1,600	569	474	0.36	*	0.30	*
WBR	10	0	807	1,364	0.00		0.00	
N/S Critical Movements					0.31		0.42	
E/W Critical Movements					0.64		0.48	
Clearance Interval					0.10		0.10	
ICU					1.05		1.00	
Level of Service (LOS)					F		E	

Note: SBR and WBR movements are free right turns.
* Critical Movement

EXISTING PLUS COMMITTED PLUS PROJECT
INTERSECTION CAPACITY UTILIZATION ANALYSIS

Intersection Number: 10
North/South Roadway: Parkway Calabasas
East/West Roadway: Highway 101 Eastbound Ramps
Conditions: Project Improvements

Move-ment	Lanes	Capacity	Volume AM	Volume PM	V/C Ratio AM		V/C Ratio PM	
NBL	0	0	0	0	0.00		0.00	
NBT	0	0	0	0	0.00	*	0.00	*
NBR	0	0	0	0	0.00		0.00	
SBL	2	2,880	890	1,223	0.31	*	0.42	*
SBT	0	0	0	0	0.00		0.00	
SBR	10	0	143	205	0.00		0.00	
EBL	1	1,600	249	280	0.16	*	0.18	*
EBT	2	3,200	1,028	273	0.32		0.09	
EBR	0	0	0	0	0.00		0.00	
WBL	0	0	0	0	0.00		0.00	
WBT	2	3,200	569	474	0.18	*	0.15	*
WBR	10	0	807	1,364	0.00		0.00	
N/S Critical Movements					0.31		0.42	
E/W Critical Movements					0.34		0.33	
Clearance Interval					0.10		0.10	
ICU					0.75		0.85	
Level of Service (LOS)					C		D	

Note: SBR and WBR movements are free right turns.
* Critical Movement

EXISTING 1993
INTERSECTION CAPACITY UTILIZATION ANALYSIS

Intersection Number: 11
North/South Roadway: Parkway Calabasas
East/West Roadway: Calabasas Road
Conditions: No Improvements

Move-ment	Lanes	Capacity	Volume AM	Volume PM	V/C Ratio AM		V/C Ratio PM	
NBL	1	1,600	62	52	0.04		0.03	
NBT	2	3,200	482	273	0.15	*	0.09	*
NBR	1	1,600	25	31	0.02		0.02	
SBL	1	1,600	400	362	0.25	*	0.23	*
SBT	2	3,200	331	338	0.17		0.15	
SBR	0	0	198	147	0.00		0.00	
EBL	1	1,600	321	240	0.20	*	0.15	*
EBT	2	3,200	276	130	0.12		0.05	
EBR	0	0	115	45	0.00		0.00	
WBL	1	1,600	28	28	0.02		0.02	
WBT	2	3,200	139	182	0.04		0.06	
WBR	1	1,600	236	458	0.15	*	0.29	*
N/S Critical Movements					0.40		0.32	
E/W Critical Movements					0.35		0.44	
Clearance Interval					0.10		0.10	
ICU					0.85		0.86	
Level of Service (LOS)					D		D	

* Critical Movement

EXISTING PLUS COMMITTED PROJECTS
INTERSECTION CAPACITY UTILIZATION ANALYSIS

Intersection Number: 11
North/South Roadway: Parkway Calabasas
East/West Roadway: Calabasas Road
Conditions: Committed Improvements

Move-ment	Lanes	Capacity	Volume AM	Volume PM	V/C Ratio AM		V/C Ratio PM	
NBL	1	1,600	103	437	0.06		0.27	*
NBT	2	3,200	947	195	0.30	*	0.06	
NBR	1	1,600	59	65	0.04		0.04	
SBL	1	1,600	572	81	0.36	*	0.05	
SBT	2	3,200	627	108	0.27		0.16	*
SBR	0	0	225	397	0.00		0.00	
EBL	1	1,600	304	150	0.19	*	0.09	*
EBT	2	3,200	318	559	0.10		0.17	
EBR	1	1,600	191	625	0.12		0.39	
WBL	1	1,600	66	59	0.04		0.04	
WBT	1	1,600	157	622	0.10		0.39	*
WBR	1	1,600	326	234	0.20	*	0.15	
N/S Critical Movements					0.66		0.43	
E/W Critical Movements					0.39		0.48	
Clearance Interval					0.10		0.10	
ICU					1.15		1.01	
Level of Service (LOS)					F		F	

* Critical Movement

EXISTING PLUS COMMITTED PLUS PROJECT
INTERSECTION CAPACITY UTILIZATION ANALYSIS

Intersection Number: 11
North/South Roadway: Parkway Calabasas
East/West Roadway: Calabasas Road
Conditions: Committed Improvements

Move-ment	Lanes	Capacity	Volume AM	Volume PM	V/C Ratio AM		V/C Ratio PM	
NBL	1	1,600	632	520	0.40	*	0.33	*
NBT	2	3,200	587	211	0.18		0.07	
NBR	1	1,600	60	71	0.04		0.04	
SBL	1	1,600	449	222	0.28		0.14	
SBT	2	3,200	425	248	0.22	*	0.21	*
SBR	0	0	288	408	0.00		0.00	
EBL	1	1,600	523	189	0.33	*	0.12	*
EBT	2	3,200	824	699	0.26		0.22	
EBR	1	1,600	571	608	0.36		0.38	
WBL	1	1,600	67	64	0.04		0.04	
WBT	1	1,600	456	910	0.29	*	0.57	*
WBR	1	1,600	245	302	0.15		0.19	
N/S Critical Movements					0.62		0.54	
E/W Critical Movements					0.62		0.69	
Clearance Interval					0.10		0.10	
ICU					1.34		1.33	
Level of Service (LOS)					F		F	

* Critical Movement

EXISTING PLUS COMMITTED PLUS PROJECT
INTERSECTION CAPACITY UTILIZATION ANALYSIS

Intersection Number: 11
North/South Roadway: Parkway Calabasas
East/West Roadway: Calabasas Road
Conditions: Project Improvements

Move-ment	Lanes	Capacity	Volume AM	Volume PM	V/C Ratio AM		V/C Ratio PM	
NBL	2	2,880	632	520	0.22	*	0.18	*
NBT	2	3,200	587	211	0.18		0.07	
NBR	1	1,600	60	71	0.04		0.04	
SBL	2	2,880	449	222	0.16		0.08	
SBT	2	3,200	425	248	0.13		0.08	
SBR	1	1,600	288	408	0.18	*	0.26	*
EBL	2	2,880	523	189	0.18		0.07	
EBT	2	3,200	824	699	0.26		0.22	
EBR	1	1,600	571	608	0.36	*	0.38	*
WBL	2	2,880	67	64	0.02	*	0.02	*
WBT	2	3,200	456	910	0.14		0.28	
WBR	1	1,600	245	302	0.15		0.19	
N/S Critical Movements					0.40		0.44	
E/W Critical Movements					0.38		0.40	
Clearance Interval					0.10		0.10	
ICU					0.88		0.94	
Level of Service (LOS)					D		E	

* Critical Movement

APPENDIX C.
NOISE MODEL RESULTS

Future No Project Exterior Noise Exposures Adjacent to Nearby Roadways

Roadway	Speed Limit (mph)	ADT	CNEL 100' from Centerline (dBA)	Distance to Contours 60 dBA (ft)	65 dBA (ft)	70 dBA (ft)
Ventura Freeway (Highway 101)						
- Mulholland Dr I/C / Pkwy Calabasas I/C	55	188200	82.0	15653	4950	1565
- Pkwy Calabasas I/C / Las Virgenes Rd I/C	55	183500	81.8	15262	4826	1526
- Las Virgenes Rd I/C / Lost Hills Rd I/C	55	172400	81.6	14339	4534	1434
- Lost Hills Rd I/C / Liberty Canyon Rd I/C	55	176000	81.7	14638	4629	1464
Lost Hills Road						
- North of Highway 101	30	8000	59.7	93	29	9
- Highway 101 Overcrossing	30	15000	62.4	174	55	17
- Highway 101 / Agoura Road	30	26000	64.8	301	95	30
- Agoura Road / Malibu Hills Road	30	18800	63.4	218	69	22
- Malibu Hills Road / Meadow Creek Lane	30	14400	62.2	167	53	17
- North of Las Virgenes Road	30	10200	60.7	118	37	12
Las Virgenes Road						
- North of Thousand Oaks Blvd	45	4800	61.7	149	47	15
- Thousand Oaks Blvd / Morrison Ranch Rd	45	8100	64.0	252	80	25
- Morrison Ranch Rd / Parkmor Road	45	10500	65.1	326	103	33
- Parkmor Road / Mureau Road	45	15500	66.8	481	152	48
- Mureau Road / Highway 101	45	17800	67.4	553	175	55
- Highway 101 / Agoura Road	45	40700	71.0	1264	400	126
- Agoura Road / Glen Street	45	25600	69.0	795	251	79
- Glen Street / Meadow Creek Lane	45	23500	68.6	730	231	73
- Meadow Creek Lane / Lost Hills Road	45	24700	68.9	767	243	77
- Lost Hills Road / Mulholland Highway	50	26100	70.3	1062	336	106
- South of Mulholland Highway	50	26900	70.4	1094	346	109
Agoura Road						
- West of Lost Hills Road	45	3500	60.4	109	34	11
- Lost Hills Road / Las Virgenes Road	45	13300	66.2	413	131	41
Mureau Road						
- East of Las Virgenes Road	35	4700	58.9	78	25	8
- Mountain Gate Dr / Crummer Canyon Rd	35	4300	58.6	72	23	7
- North of Calabasas Road	35	7300	60.9	122	38	12
Calabasas Road						
- Mureau Road / Parkway Calabasas	40	7500	62.4	173	55	17
- Parkway Calabasas / Park Granada Blvd	40	17100	66.0	395	125	40
- Park Granada Blvd / Mulholland Drive	25	25200	62.9	194	61	19
Parkway Calabasas						
- Calabasas Road / Park Granada Blvd	40	14200	65.2	328	104	33
- Park Granada Blvd / Park Entrada	40	13200	64.8	305	96	30
- Park Entrada / Paseo Primaro	40	9600	63.5	222	70	22
- Paseo Primaro / Camino Portal	40	7000	62.1	162	51	16
- Camino Portal / Palmilla Drive	40	5100	60.7	118	37	12

Future No Project Exterior Noise Exposures Adjacent to Nearby Roadways (Continued)

Roadway	Speed Limit (mph)	ADT	CNEL 100' from Centerline (dBA)	Distance to Contours 60 dBA (ft)	65 dBA (ft)	70 dBA (ft)
Park Granada Blvd						
- East of Parkway Calabasas	35	7200	60.8	120	38	12
- South of Calabasas Road	35	13300	63.5	222	70	22
Old Topanga Road						
- South of Mulholland Drive	35	12100	63.1	202	64	20
- Vicasa Road - Bluebird Drive	35	10300	62.4	172	54	17
- North of Mulholland Highway	35	8400	61.5	140	44	14
- South of Mulholland Highway	35	3800	58.0	63	20	6
Topanga Canyon Road						
- South of Mulholland Drive	40	16600	65.8	384	121	38
Mulholland Highway						
- East of Las Virgenes Road	45	4700	61.6	146	46	15
- North of Stunt Road	45	2800	59.4	87	27	9
- East of Canyon Drive	45	4800	61.7	149	47	15
- East of Old Topanga Rd (Southerly)	45	8200	64.1	255	81	25
- East of Old Topanga Rd (Northerly)	45	8200	64.1	255	81	25
- Old Topanga Rd / Declaration Ave	45	7800	63.8	242	77	24
- West of Mulholland Drive	45	13600	66.3	422	134	42

Future With Project Exterior Noise Exposures Adjacent to Nearby Roadways

Roadway	Speed Limit (mph)	ADT	CNEL 100' from Centerline (dBA)	Distance to Contours 60 dBA (ft)	65 dBA (ft)	70 dBA (ft)
Ventura Freeway (Highway 101)						
- Mulholland Dr I/C / Pkwy Calabasas I/C	55	200600	82.2	16684	5276	1668
- Pkwy Calabasas I/C / Las Virgenes Rd I/C	55	193100	82.1	16061	5079	1606
- Las Virgenes Rd I/C / Lost Hills Rd I/C	55	177800	81.7	14788	4676	1479
- Lost Hills Rd I/C / Liberty Canyon Rd I/C	55	182800	81.8	15204	4808	1520
Lost Hills Road						
- North of Highway 101	30	8700	60.0	101	32	10
- Highway 101 Overcrossing	30	17900	63.2	208	66	21
- Highway 101 / Agoura Road	30	30400	65.5	352	111	35
- Agoura Road / Malibu Hills Road	30	22700	64.2	263	83	26
- Malibu Hills Road / Meadow Creek Lane	30	17700	63.1	205	65	21
- North of Las Virgenes Road	30	12400	61.6	144	45	14
Las Virgenes Road						
- North of Thousand Oaks Blvd	45	5100	62.0	158	50	16
- Thousand Oaks Blvd / Morrison Ranch Rd	45	9100	64.5	283	89	28
- Morrison Ranch Rd / Parkmor Road	45	11400	65.5	354	112	35
- Parkmor Road / Mureau Road	45	16900	67.2	525	166	52
- Mureau Road / Highway 101	45	19100	67.7	593	188	59
- Highway 101 / Agoura Road	45	45900	71.5	1425	451	143
- Agoura Road / Glen Street	45	29600	69.6	919	291	92
- Glen Street / Meadow Creek Lane	45	27800	69.4	863	273	86
- Meadow Creek Lane / Lost Hills Road	45	29200	69.6	907	287	91
- Lost Hills Road / Mulholland Highway	50	31600	71.1	1286	407	129
- South of Mulholland Highway	50	30400	70.9	1237	391	124
Agoura Road						
- West of Lost Hills Road	45	4100	61.1	127	40	13
- Lost Hills Road / Las Virgenes Road	45	13800	66.3	429	136	43
Mureau Road						
- East of Las Virgenes Road	35	5800	59.9	97	31	10
- Mountain Gate Dr / Crummer Canyon Rd	35	5300	59.5	88	28	9
- North of Calabasas Road	35	9200	61.9	153	49	15
Calabasas Road						
- Mureau Road / Parkway Calabasas	40	11800	64.4	273	86	27
- Parkway Calabasas / Park Granada Blvd	40	23800	67.4	550	174	55
- Park Granada Blvd / Mulholland Drive	25	29500	63.6	227	72	23
Parkway Calabasas						
- Calabasas Road / Park Granada Blvd	40	16400	65.8	379	120	38
- Park Granada Blvd / Park Entrada	40	14300	65.2	330	104	33
- Park Entrada / Paseo Primaro	40	10600	63.9	245	77	24
- Paseo Primaro / Camino Portal	40	8000	62.7	185	58	18
- Camino Portal / Palmilla Drive	40	6200	61.6	143	45	14

Future With Project Exterior Noise Exposures Adjacent to Nearby Roadways (Continued)

Roadway	Speed Limit (mph)	ADT	CNEL 100' from Centerline (dBA)	Distance to Contours 60 dBA (ft)	65 dBA (ft)	70 dBA (ft)
Park Granada Blvd						
- East of Parkway Calabasas	35	7400	60.9	123	39	12
- South of Calabasas Road	35	13300	63.5	222	70	22
Old Topanga Road						
- South of Mulholland Drive	35	14600	63.9	243	77	24
- Vicasa Road - Bluebird Drive	35	12200	63.1	203	64	20
- North of Mulholland Highway	35	10400	62.4	173	55	17
- South of Mulholland Highway	35	4500	58.8	75	24	8
Topanga Canyon Road						
- South of Mulholland Drive	40	18900	66.4	437	138	44
Mulholland Highway						
- East of Las Virgenes Road	45	11200	65.4	348	110	35
- North of Stunt Road	45	4000	60.9	124	39	12
- East of Canyon Drive	45	6200	62.8	193	61	19
- East of Old Topanga Rd (Southerly)	45	10100	65.0	314	99	31
- East of Old Topanga Rd (Northerly)	45	9900	64.9	307	97	31
- Old Topanga Rd / Declaration Ave	45	9300	64.6	289	91	29
- West of Mulholland Drive	45	16700	67.2	519	164	52

APPENDIX D.
RESPONSE TO COMMENTS

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CALTRANS DISTRICT 7

STATE OF CALIFORNIA—BUSINESS AND TRANSPORTATION AGENCY PETE WILSON, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, 120 SO. SPRING ST.
LOS ANGELES, CA 90012-3606
TDD (213) 897-6610

December 28, 1994

Mr. Steve Harris
City of Calabasas
26135 Mureau Road
Calabasas, CA 91302-3172

IGR/CEQA 12006
EIR
General Plan

Vic.LA-101-VAR

Dear Mr. Harris:

We have reviewed the above referenced document in regards to the City of Calabasas' General Plan in the County of Los Angeles.

Based on the information received, We have the following comments:

1. In the "Addendum" on page 26, paragraph 6 - prohibition of improvements on Lost Hills Bridge and Las Virgines is not acceptable. This contradicts paragraph 4 which anticipates increase of bridge lanes or the installation of rundabouts. 1

2. Where existing Level of Service is "F", General Plans should provide for future improvements to improve it to a minimum Level of Service "D". 2

Please consider the above items when preparing the Final Environmental Impact Report. Should you have any questions please call me at (213) 897-1338.

Sincerely;

Wilford Melton

WILFORD MELTON
Senior Transportation Planner
IGR/CEQA Coordinator
Office of Advance Planning

JP

1.0 CALTRANS DISTRICT 7

CAL-1

This comments refers to the General Plan Addendum, and does not directly raise any environmental issues. However, it should be noted that the prohibition against improvements to the Lost Hills Bridge referred to in Caltrans' comment is being deleted from the General Plan.

CAL-2

Existing Level of Service F occurs in the following locations:

- Las Virgenes Road between Agoura Road and Mulholland Highway;
- Calabasas Road between Park Granada Boulevard and Mulholland Drive; and
- Topanga Canyon Road between Mulholland Drive and Cezanne Avenue.

In addition, without mitigation, buildout of committed projects and the General Plan land use diagram will also cause the following locations to experience Level of Service F:

- Lost Hills Road between U.S. 101 and Agoura Road;
- Las Virgenes Road between U.S. 101 and Agoura Road;
- Las Virgenes Road/Malibu Canyon Road south of Lost Hills Road;
- Mureau Road between Crummer Canyon and Calabasas Road;
- Calabasas Road between Mureau Road and parkway Calabasas; and
- Old Topanga Road between Mulholland Drive and Bluebird Drive.

As noted in Table IV-15 of the Draft EIR, mitigation measures in the form of roadway configuration changes are included in the General Plan with the following exceptions:

- Las Virgenes Road/Malibu Canyon Road south of Lost Hills Road;
- Calabasas Road between Park Granada Boulevard and Mulholland Drive;
- Topanga Canyon Road between Mulholland Drive and Cezanne Avenue; and
- Ventura Freeway west of the Mulholland Drive/Valley Circle interchange.

As identified in the General Plan and discussed in the Draft EIR, widening of Las Virgenes Road/Malibu Canyon Road south of Lost Hills Road is infeasible due to severe geologic constraints, biological constraints, and the existence of a State park immediately adjacent to the roadway. The section of Calabasas Road described above runs through Old Town Calabasas; widening of the roadway would threaten historic structures and would be inconsistent with the historical character of the area. Topanga Canyon Road is a winding, rural road that can not be widened due to geologic constraints and steep hillsides. Finally, widening the Ventura Freeway west of the Mulholland Drive/Valley Circle interchange beyond that identified in the Draft EIR is not believed to be a feasible project.

2.0 CALIFORNIA DEPARTMENT OF PARKS AND RECREATION

ATE OF CALIFORNIA — RESOURCES AGENCY PETE WILSON, Governor
EPARTMENT OF PARKS AND RECREATION
Angeles District
1925 Las Virgenes Road
Calabasas, California 91302
(818) 880-0350

January 26, 1995

RECEIVED
JAN 3 1 1995
CITY OF CALABASAS

Mr. Steven K. Harris
Director of Community Planning
26135 Mureau Road
Calabasas, California, 91302

Dear Mr. Harris,

The California Department of Parks and Recreation, a trustee agency under the California Environmental Quality Act, has an interest in preserving the natural, cultural, recreational and scenic resources on its parklands through cooperative planning with adjacent jurisdictions and agencies with discretion over land use decisions. The Angeles District offers the following comments on the Draft Environmental Impact Report for the General Plan of the City of Calabasas.

The DEIR's analysis of impacts on natural resources resulting from the implementation of the general plan would be more complete with the inclusion of appropriate criteria and resource information to supplement that provided by the Community Profile of the Draft General Plan. The Community Profile does not contain quantitative baseline data on significant resources sufficient to provide a meaningful starting point for analysis of impact to these resources. The Community Profile is compiled from existing documentation, primarily generated by development proposals. This information should be supplemented independently. 1

The ecological importance of plant communities should be analyzed as well as listed and described. The list of sensitive species on page IV-39 requires additional information. The legal status of these species would be useful. The species should be presented in tabular form, in taxonomic order, with legal status in a separate column on the same page. Locations should also be given for known occurrences of sensitive species. Fish species should be included in the sensitive species list. Several sensitive fish species and habitats are known from the study area. No specific locations are shown for sensitive species within the study area. The California Department of Fish and Game has compiled known locations of all sensitive species for each United States Geological Survey topographic map in California into its Natural Diversity Data Base. Consultation with the Natural Diversity Database should be done for this document. 2

The DEIR's treatment of Los Angeles County Significant Ecological Areas (SEAs) should be expanded. Analysis of the importance of undeveloped areas in the city to the continuing function of SEAs should be added to the description. The DEIR should analyze the impacts on SEAs from future development of these currently vacant lands. The City of Calabasas has been participating with other jurisdictions, agencies and private sector interest groups for over two years in a study of the Malibu Creek watershed. A prime concern of this effort has been the deterioration of ecological conditions in Malibu Lagoon, found to be due almost entirely to adjacent and upstream development without adequate mitigation. The Community Profile credits this degradation to intensive recreational use. 3 4

Figure IV-1, a map of significant ecological areas with sensitive biological resources, contains an inadequate delineation of existing wildlife corridors. A large area south of the 101 freeway and east of Las Virgenes Road is shown as the largest wildlife movement corridor in the study area. This area contains commercial development, such as gas stations and an approved shopping center, and the facilities of the Las Virgenes Municipal Water District, including headquarters, composting facility and sludge farm. A far more significant connection, leading from the Ahmanson Ranch area through the Baldwin open space dedication and the former Micor site southeast to the Saddle Peak area is unmapped. This area has been identified by a number of studies as a critical hub for wildlife movement in the central Santa Monica Mountains. 5

The general plan process has identified a citizen desire to preserve open space, natural resources and oak tree habitat in the city. The DEIR should provide a map showing the location and quantification of these resources so that an assessment can be made of which lands should be protected as open space. Locations and quantitative data on oak trees, sensitive species, water resources and environmental hazards should be combined on a single map or series of overlays, possibly through the use of Geographic Information System (GIS) technology. Much of this data is readily available from the National Park Service and other sources. 6

A protected open space designation should be assigned to suitable lands within the city or the study area, other than those lands already offered by dedication from project developers and those lands already protected as parks. The mitigation table in the executive summary of the DEIR refers to an integrated community wide open space system. The DEIR should provide criteria for the creation of such a system, and the Draft General Plan should propose a land use designation that would allow its implementation. 6

The DEIR should provide adequate cumulative impact analysis for development which can be expected in the future. Formulation of a general plan provides an opportunity to address and mitigate cumulative impacts. The executive summary relies on an inadequate data base for its list of resources and impacts, as described above. The column on proposed mitigation measures likewise relies on the resource protection policies of the Draft General Plan. These 7 8

policies, while sound, are too general to provide assurances of specific mitigation measures to offset resource impacts. Mitigation of cumulative impacts is therefore left to piecemeal approval processes.

Thank you for the consideration of our comments. We look forward to continued participation in the general plan process of the City of Calabasas.

Sincerely,

Neil Braunstein
for
Daniel C. Preece
District Superintendent

cc: Mr. Joseph T. Edmiston, Santa Monica Mountains Conservancy
Mr. David Gackenbach, Santa Monica Mountains National Recreation Area
Mr. Ken Pierce, RMD, California Department of Parks and Recreation

2.0 CALIFORNIA DEPARTMENT OF PARKS AND RECREATION

DPR-1

The City of Calabasas believes that the resource inventory compiled for the Community Profile, and which was used in the EIR is valid. All information contained in the Community Profile was independently reviewed by a consultant under contract to the City of Calabasas who was responsible for preparation of the General Plan, as well as by the City of Calabasas. The "existing documentation primarily generated by development proposals" referred to the comment exists of certified Final Environmental Impacts Reports, and thus constitutes a valid information base. In addition, as part of the Community Profile detailed mapping of vegetative communities was conducted, and was used in the preparation of the General Plan and the General Plan EIR.

It is important to note that the General Plan EIR does not address a specific development project, but is a policy planning document addressing communitywide planning issues. As such, additional "criteria and resource information," as well as a "quantified" baseline is not needed. The General Plan and its EIR are based on detailed resource mapping. In addition, the provisions of the General Plan and EIR mitigation measures provide sufficient protection of existing resources.

DPR-2

The information that is requested is included as part of the Community Profile, which is available to the public at the Calabasas City Hall.

DPR-3

The Calabasas General Plan is a ***City***, rather than a County document. Los Angeles County's SEA designations were recognized in the preparation of the General Plan and the Draft EIR; however, since Los Angeles County no longer has jurisdiction within the City of Calabasas, there is no ongoing function of the SEAs. In reviewing the effectiveness of the SEA designation as part of the preparation of the General Plan, it was noted that prior to incorporation, urban development had been permitted within designated SEAs. In addition, County SEA environmental protection policies were reviewed and found to be too general to be effective. Thus, the Calabasas General Plan contains detailed environmental protection policies and performance standards, which are expected to provide a greater level of protection to environmental resources than would the SEA designation with general policies.

DPR-4

It is unclear to what specific statement(s) in the Community Profile this comment refers. The degradation of conditions in the Malibu Lagoon is the result of numerous upstream activities, only one of which is intensive recreational use.

DPR-5

The Figure is believed to be adequate. The wildlife movement linkage shown in that figure includes the connection to Ahmanson Ranch through the Baldwin open space dedication, as well as the linkage through the former Micor project.

DPR-6

During preparation of the Community Profile, General Plan, and General Plan EIR, the City attempted to secure pertinent GIS mapping of biological resources from the National Park Service and other agencies, but found that such data was not available in a usable form. It is important to note, however, that biological resource mapping was, in fact, completed as part of the General Plan program, and that this mapping was used in the formulation of General Plan's land use diagram, policies, and performance standards, and was also used in preparation of the General Plan EIR. In addition, the City of Calabasas is participating along with Los Angeles County, the National Park Service, and others to prepare detailed GIS mapping of resources within the northern portion of the Santa Monica Mountains. This includes the portions of the Calabasas General Plan study area that are outside of the jurisdiction of the California Coastal Commission (roughly the area north of Mulholland Highway). This mapping effort is consistent with the results of the City's earlier resource mapping.

DPR-7

The General Plan EIR presents an adequate analysis of the cumulative impacts that can be expected to result from future development within the General Plan study area. In addition, an adequate analysis is provided in the Draft EIR, addressing the cumulative impacts of development throughout the northern portion of the Santa Monica Mountains, including the cities of Agoura Hills, Calabasas, Hidden Hills, and Westlake Village, as well as in unincorporated Los Angeles County north of the coastal zone.

DPR-8

The executive summary is intended to provide a short synopsis of the contents of the EIR, and is not intended to be read out of context with the balance of the document. As described above, the General Plan and its EIR are, in fact, based on an adequate identification of resources. Finally, it should be noted that the General Plan does not rely solely on its policies. Chapter VIII of the General Plan contains a detailed development and environmental review program, which provide detailed performance standards for development design and environmental protection. It is these performance standards which will be applied to individual developments, and which provide the assurance that adequate mitigation will be applied to these development projects.

3.0 VENTURA COUNTY

RESOURCE MANAGEMENT AGENCY

County of Ventura

THOMAS BERG
Agency Director

November 28, 1994

Planning Director
City of Calabasas
FAX 818-878-4215

SUBJECT: General Plan Addendum

Thank you for the opportunity to review the subject document. This report was circulated to interested County agencies for review. The response is attached.

Sincerely,

Thomas Berg by MK

Thomas Berg,
Director

Reference No 94-111

Attachment

Government Center, Hall of Administration, L#1700
800 South Victoria Avenue, Ventura, CA93009 (805)-654-2661 FAX(805) 648-9212

PUBLIC WORKS AGENCY
TRANSPORTATION DEPARTMENT
Traffic, Planning and Administration

MEMORANDUM
November 17, 1994

TO: Resource Management Agency, Planning Division
Attention: Kim Hocking

FROM: Robert B. Brownie, Principal Engineer RBB

SUBJECT: Review of Document Number 94-11.1
Draft General Plan Addendum Report and Revised Land Use Plan Map
The City of **CALABASAS**

The Transportation Department has reviewed the subject Draft General Plan Addendum and revised Land Use Plan Map for the City of Calabasas. We previously reviewed the Draft Environmental Impact Report for the City of Calabasas General Plan Update and provided comments on April 27, 1994. We offer the following comments:

1) Require the City of Calabasas General Plan and Land Use Plan Map to show the impact traffic generated by development within the City has on the Ventura County's transportation system and roadway network. In the event that development within the City of Calabasas will have a significant adverse impact on Ventura County's transportation system and roadway network, the City should require the development within the City to mitigate the impacts to less than significant levels. 1

2) The City of Calabasas General Plan and Land Use Plan Map should document traffic increases to show development within the City consistency with the Ventura County General Plan traffic policies. Ventura County Transportation Policy 4.2.2-6 requires the County to oppose any development within cities that adversely affects the level of service on a road within the Regional Road Network, unless that city sets up a feasible mechanism for funding the needed improvements. 2

   The Ventura County's Regional Road Network includes the Ventura Freeway (U.S. 101). The City of Calabasas should develop a traffic impact mitigation funding agreement with Caltrans by which the City would collect fees from the development within the City, based on the prorata share of the capital improvement costs of improving U.S. 101.

3) The County of Ventura recently adopted a Traffic Impact Mitigation Fee Ordinance. If the County has approved the related General Plan Amendment and successfully negotiated a reciprocal agreement with the City of Calabasas, development within the City would be subject to terms of the agreement. 3

4) The City of Calabasas General Plan and Land Use Plan Map should show that drainage from development within the City docs not adversely affect adjacent properties or public roads. In the event that development within the City does adversely affect County of Ventura roads and drainage system, the County of Ventura Transportation Department will require the developer to mitigate the impacts to less than significant levels. 4

5) Ventura Freeway (U.S. 101) is under the jurisdiction of the California State Department of Transportation (CALTRANS). Therefore, CALTRANS should also review this project. 5

6) Our review of this project is limited to the impacts this project may have on the County's Transportation System and roadway network. 6

Please call me at Extension 2080 if you have questions.

c: Richard Herrera
Duane Flaten
Rich Guske

RBB/RH/DRF:
94-11.1.mem

3.0 VENTURA COUNTY

VNT-1

The General Plan and its EIR acknowledge that traffic generated within Calabasas will travel outside of the community ***and*** that traffic generated outside of Calabasas travels within the community. In particular, Calabasas has been subjected to very substantial and adverse "Z" traffic which consists of Ventura County residents traversing the City of Calabasas and its local streets between home and employment locations in west Los Angeles. In the absence of direct road connections to Ventura County, there is more "Z" traffic generated within Ventura County that impacts Calabasas than there is Calabasas traffic impacting Ventura. Because there is no direct roadway connection into Ventura County from Calabasas, and because Calabasas suffers the greater interjurisdictional impact, unless jurisdictions in Ventura County were to agree to provide mitigation for "Z" traffic, a mitigation program for Calabasas' impacts within Ventura County is not deemed to be needed.

In addition, if a direct road connection into Ventura County were ever to be established, for example connecting to Mureau Road of the Las Virgenes interchange, there would be even more Ventura County traffic impacting Calabasas, and only a very slight increase of Calabasas traffic entering Ventura County.

VNT-2

See response to comment VNT-1, above.

VNT-3

See response to comment VNT-1, above.

VNT-4

The General Plan provides adequate protection to protect roadways from damage by drainage systems. Drainage impacts on Ventura County are not anticipated to result from General Plan implementation.

VNT-5

Caltrans has provided comments on the General Plan EIR, and are presented above, along with the City's responses.

VNT-6

Comment acknowledged.

4.0 LOS ANGELES COUNTY FIRE DEPARTMENT

COUNTY OF LOS ANGELES
FIRE DEPARTMENT
1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294
(213) 881-2481

P. MICHAEL FREEMAN
FIRE CHIEF
FORESTER & FIRE WARDEN

November 30, 1994

Mr. Steven K. Harris
Director of Community Development
City of Calabasas
26135 Mureau Road
Calabasas, CA 91302

Dear Mr. Harris:

SUBJECT: ENVIRONMENTAL IMPACT REPORT -- CALABASAS GENERAL PLAN ADDENDUM -- (EIR #205, 1994)

Regarding Policy A.3, Page II-4, it should be recognized that clustering facilitates the spread of fire between structures and increases the potential for loss of life and property in areas with a rural level of service. 1

DESIGN AND CONSTRUCTION

Fire flows of 1,250 gallons per minute at 20 pounds per square inch residual pressure for a two-hour duration, will be required for single-family detached homes. Hydrant spacing shall be 600 feet. 2

For multiple residential projects or commercial and industrial projects, fire flows of up to 5,000 gallons per minute for five hours will be required. The water mains in the street, fronting this property, must be capable of delivering this flow at 20 pounds per square inch residual pressure. Hydrant spacing shall be 300 feet. 3

FORESTRY DIVISION

We have reviewed the City of Calabasas Draft General Plan Addendum and Revised Draft Land Use Plan Map. Our comments in our response dated June 23, 1994, remain unchanged (see enclosed). 4

If you have any additional questions, please contact this office at (213) 881-2481.

Very truly yours,

Paul H. Rippens

PAUL H. RIPPENS, CHIEF, FORESTRY DIVISION
PREVENTION BUREAU

PHR:jmb

Enclosure

COUNTY OF LOS ANGELES
FIRE DEPARTMENT
1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294

(213) 881-2481

P. MICHAEL FREEMAN
FIRE CHIEF
FORESTER & FIRE WARDEN

December 22, 1994

Mr. Steven K. Harris, AICP
Director of Community Development
City of Calabasas
26135 Mureau Road
Calabasas, CA 91302-3172

Dear Mr. Harris:

**SUBJECT: ENVIRONMENTAL IMPACT REPORT – (CITY OF CALABASAS)
DRAFT GENERAL PLAN ADDENDUM REPORT AND REVISED DRAFT
LAND USE PLAN MAP – (EIR #209/1994)**

I have reviewed the document entitled "Addendum, Calabasas General Plan: Agenda for the 21st Century, Planning Commission Recommendations." Elements of the document that address issues involving sensitive environmental resources or habitat preservation are general in nature and provide only broad based guidelines. None of the guidelines presented appear to conflict with standard environmental or habitat preservation practices. 5

Very truly yours,

Paul H. Rippens

PAUL H. RIPPENS, CHIEF, FORESTRY DIVISION
PREVENTION BUREAU

PHR:lc

COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294

(213) 881-2481

P. MICHAEL FREEMAN
FIRE CHIEF
FORESTER & FIRE WARDEN

December 29, 1994

Mr. Steven K. Harris
Director of Community Development
26135 Mureau Road
Calabasas, CA 91302-3172

Dear Mr. Harris:

SUBJECT: DRAFT ENVIRONMENTAL IMPACT REPORT -- CITY OF CALABASAS GENERAL PLAN REVISED STATE CLEARING HOUSE NO. 93101039 (EIR #211, 1994)

FORESTRY DIVISION

We have reviewed the Draft Environmental Impact Report for the City of Calabasas General Plan revised, located approximately 25 miles northwest of downtown Los Angeles between the cities of Agoura Hills and Hidden Hills in the City of Calabasas. The following analysis of information should be included in the final Environmental Impact Report.

The existing vegetation may be utilized to create a fire safe environment. A fuel management plan should be developed. Shrub species such as Sumac, Toyon, Elderberry, and Holly Leaf Cherry, as well as tree species such as Oak, Sycamore, and California Bay can be maintained in a fire safe condition provided they are not overtopping any structure. 6

The proposed project contains an SEA (Sensitive Ecological Area). Creative environmental design to protect and preserve this sensitive area is recommended. 7

The areas germane to the statutory responsibilities of the Forestry Division have been addressed. If you have any questions, please contact this office at the phone number shown above. 8

Very truly yours,

Paul H. Rippens

PAUL H. RIPPENS, CHIEF, FORESTRY DIVISION
PREVENTION BUREAU

PHR:jmb

COUNTY OF LOS ANGELES
FIRE DEPARTMENT
1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294
(213) 881-2481

EIR

RECEIVED
JAN 11 1995
CITY OF CALABASAS

P. MICHAEL FREEMAN
FIRE CHIEF
FORESTER & FIRE WARDEN

January 6, 1995

Mr. Steven K. Harris
Director of Community Development
26135 Mureau Road
Calabasas, CA 91302-3172

Dear Mr. Harris:

SUBJECT: ENVIRONMENTAL IMPACT REPORT (DRAFT) -- CITY OF CALABASAS GENERAL PLAN REVISED SCH #93101039 -- (EIR #211/1994)

We have reviewed the City of Calabasas General Plan Revised Draft Environmental Impact Report (EIR), located approximately 25 miles northwest of downtown Los Angeles between the cities of Agoura Hills and Hidden Hills in the City of Calabasas. The following analysis of information should be included in the final Environmental Impact Report: 9

1. The existing vegetation may be utilized to create a fire safe environment. A fuel management plan should be developed. Native shrub species such as Sumac, Toyon, Elderberry, and Holly Leaf Cherry, as well as tree species such as Oak, Sycamore, and California Bay can be maintained in a fire safe condition, provided they are not overtopping any structure. 10

2. The proposed project contains an SEA (Sensitive Ecological Area). Creative environmental design to protect and preserve this sensitive area is recommended.

The areas germane to the statutory responsibilities of the Forestry Division have been addressed.

If you have any additional questions, please contact this office at (213) 881-2481

Very truly yours,

PAUL H. RIPPENS, CHIEF, FORESTRY DIVISION
PREVENTION BUREAU

PHR:lc

4.0 LOS ANGELES COUNTY FIRE DEPARTMENT

NOVEMBER 30, 1994

LAF-1

Comment noted. Along with encouraging clustering as a means of facilitating preservation of the natural environment and protection of environmental resources, the City of Calabasas also recognizes the potential for clustering of development to increase fire hazards in areas with rural levels of service. Thus, the General Plan prohibits the use of clustering to create nodes of urban intensity development within rural areas. In addition, the General Plan establishes performance standards for public services, thereby ensuring appropriate levels of service to both urban and rural development. As a result, only rural intensities of use will be permitted within areas having rural levels of service.

LAF-2

Comment noted.

LAF-3

Comment noted.

LAF-4

Comment noted, The June 23, 1994 enclosure referred to in this comment, the Forestry Division states that EIR adequately addresses the areas germane to the Division's statutory responsibilities. No response is required.

DECEMBER 22, 1994

LAF-5

This comment refers to the General Plan document, and not to the EIR for the General Plan. In addition, the comment appears to refer only to the policies of the General Plan, rather than to the detailed implementation programs. The comments do not raise any environmental issues, and are hereby acknowledged.

DECEMBER 29, 1994

LAF-6

Comment noted. Establishment of a fuel management plan would be appropriate. Thus, the following measure is will be incorporated into the Chapter VIII of the General Plan under Followup Studies and Actions Programs:

FUEL MANAGEMENT PLAN

Work with the Los Angeles County Fire Department, Los Angeles County Department of Regional Planning, and the National Park Service to prepare a fuel management plan to minimize wildland fire risk in a manner which protects existing biotic resources.

LAF-7

Comment noted. The General Plan already provides for such creative environmental design.

LAF-8

Comment noted.

JANUARY 6, 1995

LAF-9

See response to comment LAF-6, above.

LAF-10

Comment noted. The General Plan already provides for such creative environmental design.

5.0 SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
818 West Seventh Street,12th Floor • Los Angeles, California 90017-3435 ☐ (213) 236-1800 • FAX (213) 236-1825

RECEIVED
JAN 23 1995
CITY OF CALABASAS

January 18, 1995

Mr. Steven K. Harris, AICP
Director of Community Development
City of Calabasas
26135 Mureau Road
Calabasas, CA 91302

RE: **Comments on the City of Calabasas General Plan Revised Draft Environmental Impact Report (DEIR)**
SCAG Clearinghouse #I9400586

Dear Mr. Harris:

Thank you for the opportunity to review and comment on the DEIR for the City of Calabasas General Plan. As the areawide clearinghouse for regionally significant projects, SCAG assists cities, counties, and other agencies in reviewing projects and plans for consistency with regional plans.

The attached staff comments are meant to provide guidance for considering the proposed development within the context of our regional goals and policies. While neither the project sponsor nor the lead agency is required to undertake the specific actions recommended by SCAG or other agencies through the Intergovernmental Review Process, there are requirements in state and federal laws for consistency with regional goals and plans, as noted herein.

If you have any questions regarding the attached comments, please feel free to contact Maria Souza-Rountree at (213) 236-1838. She will be happy to assist you in addressing the comments presented herein.

Sincerely,

Eric H. Roth

ERIC H. ROTH
Intergovernmental Review

Stella Mendoza City of Brawley-President. **Ed Edelman** Los Angeles County-First Vice President. **Dick Kelly** City of Palmdale-Second Vice President. **Gaddi Vasquez** Orange County- Past President. • **Richard Alarcon** City of Los Angeles. **Richard Alatorre** City of Los Angeles. **Robert Bartlett** City of Monrovia. **George Bass** City of Bell. **Ron Bates** City of Los Alamitos. **George Battey, Jr.** City of Burbank. **Hal Bernson** City of Los Angeles. **Walter Bowman** City of Cypress. **Marvin Braude** City of Los Angeles. **Susan Brooks** City of Rancho Palos Verdes. **Art Brown** City of Buena Park. **Yvonne Brathwaite-Burke** Los Angeles County. **Jim Busby, Jr.** City of Victorville. **Bob Buster** Riverside County. **Laura Chick** City of Los Angeles. **John Cox** City of Newport Beach. **Cynthia Crothers** City of Moreno Valley. **Hal Croyts** City of Lomita. **Richard Dixon** City of Lake Forest. **Doug Drummond** City of Long Beach. **Lillian Eaton** City of Yucaipa. **Joseph Esquivel** City of Lakewood. **John Ferraro** City of Los Angeles. **Karyn Foley** City of Calabasas. **John Flynn** Ventura County. **Ruth Galanter** City of Los Angeles. **Sandra Genis** City of Costa Mesa. **Jackie Goldberg** City of Los Angeles. **Candace Haggard** City of San Clemente. **Garland Hardeman** City of Inglewood. **Mike Hernandez** City of Los Angeles. **Nate Holden** City of Los Angeles. **Robert Jamison** City of Artesia. **Jeff Kellogg** City of Long Beach. **Abbe Land** City of West Hollywood. **John Longville** City of Rialto. **Ron Loveridge** City of Riverside. **John Melton** City of Santa Paula. **Barbara Messina** City of Alhambra. **Judy Mikels** City of Simi Valley. **David Myers** City of Palmdale. **Kathryn Nack** City of Pasadena. **Bev Perry** City of Brea. **Gwenn Norton-Perry** City of Chino Hills. **Ron Parks** City of Temecula. **Irv Pickler** City of Anaheim. **Michael Plisky** City of Oxnard. **Beatrice Proo** City of Pico Rivera. **Larry Rhinehart** City of Montclair. **Richard Riordan** City of Los Angeles. **Mark Ridley-Thomas** City of Los Angeles. **Albert Robles** City of South Gate. **Sam Sharp** Imperial County. **Marcine Shaw** City of Compton. **Rudy Svorinich** City of Los Angeles. **Tom Sykes** City of Walnut. **Laurie Tully-Payne** City of Highland. **Joel Wachs** City of Los Angeles. **Rita Walters** City of Los Angeles. **Judy Wright** City of Claremont. **Zev Yaroslavsky** City of Los Angeles •

SCAG COMMENTS ON THE DEIR FOR THE CITY OF CALABASAS GENERAL PLAN

DESCRIPTION

The City of Calabasas and its General Plan study area are located in the western portion of Los Angeles County, along the Ventura Freeway (US 101). Calabasas is located approximately 25 miles northwest of downtown Los Angeles between the cities of Agoura Hills and Hidden Hills. To the north, the boundary of the study area is coterminous with the Los Angeles/Ventura County line. As of 1993, the City of Calabasas' incorporated boundaries encompassed approximately 12.9 square miles, and had an estimated population of 19,857. The General Plan also addresses an unincorporated area that is home to approximately 1,900 residents, and occupies 19.0 square miles. This unincorporated area is located primarily north and south of the City.

Calabasas is primarily a community of single family detached homes. The draft General Plan seeks to balance future development opportunities with the need to preserve environmental quality and maintain the rural and semi-rural character of the City. Implementation of the General Plan will increase the population of the General Plan study area by 10,424 persons (47.9 percent), including a population increase within the present city limits of 8,080 (43.6 percent increase).

In March 1994, the City of Calabasas distributed a DEIR which analyzed the impacts of the General Plan as it was recommended by the City's General Plan Advisory Committee. Based on its review of the General Plan document, public testimony, the findings of the DEIR, and comments received on the DEIR, the Planning Commission recommended a series of revisions to the General Plan document. The extent of these recommended modifications to the General Plan was sufficient to warrant revision of the environmental analysis contained in the DEIR and recirculation of the document.

CONSISTENCY WITH REGIONAL COMPREHENSIVE PLAN POLICIES

The recently adopted Growth Management Chapter (GMC) of SCAG's Regional Comprehensive Plan and Guide (RCP&G) contains a number of policies that are particularly applicable to this project[1]. The following lists selected growth management policies of the GMC in italics followed by SCAG staff comments regarding the consistency of the project with those policies:

- *The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review.* 1

[1] See Endnote.

818 W. Seventh Street,12th Floor • Los Angeles, CA 90017-3435 □ (213) 236-1800 • FAX (213) 236-1825

SCAG staff comment: The demographic projections contained in the DEIR are generally consistent with those found in the RCP&G.

- *Encourage efforts of local jurisdictions in the implementation of programs that increase the supply and quality of housing and provide affordable housing as evaluated in the Regional Housing Needs Assessment.*

2

SCAG staff comments: The Calabasas General Plan Housing Improvement Program, which is part of the Draft General Plan, contains many policies and actions to ensure that an adequate amount of housing is provided over the next five years to accommodate its fair share of regional housing needs.

- *Encourage local jurisdictions' efforts to achieve a balance between the types of jobs they seek to attract and housing prices.*

3

SCAG staff comments: As previously stated, the City's Housing Improvement Program contains several policies and specific actions to ensure that a range of housing is available to provide options for those wishing to reside in Calabasas. Specifically, the Draft General Plan contains an action that requires the City to pursue a new housing provision requirement for new commercial, office, and industrial developments. This action would require the City to examine the feasibility of requiring nonresidential developments to provide affordable housing to employees within the project site or to pay an in-lieu housing impact fee.

- *Encourage patterns of urban development and land use which reduce costs on infrastructure construction and make better use of existing facilities.*

4

SCAG staff comments: Policy 1.1.3 in the Housing Improvement Program states that new residential development should be appropriately located in relation to public and private services and facilities. This will be achieved through the implementation of the City's Development/Environmental Review Program, which will ensure that all new development is appropriately located with respect to existing infrastructure.

- *Encourage developments in and around activity centers, transportation node corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.*

5

SCAG staff comments: The DEIR states that the City is committed to a compact, well-defined urban area, which is bounded by rural residential and natural open space. One example of this is found within Old Town and the adjacent area to the west along Calabasas Road up to Parkway Calabasas, which emphasizes a pedestrian-oriented mix of retail and office uses.

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- *Support provisions and incentives created by local jurisdictions to attract housing growth in job-rich subregions and job growth in housing-rich subregions.* 6

  SCAG staff comments: According to the RCP&G, the City of Calabasas is located in the Los Angeles City Subregion. According to the DEIR, the growth in jobs within the City is sufficient to offset the additional housing proposed by the General Plan. The resulting jobs to housing ratio within the existing City limits at General Plan buildout is 1.58, as compared to the 1990 ratio of 1.03. Within the overall General Plan study area, the 1990 jobs housing ratio of 1.34 is projected to be 1.44 at buildout. SCAG concurs that these ratios demonstrate general consistency with the above mentioned policy.

- *Encourage existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.* 7

  SCAG staff comments: The Transportation Chapter of the Draft General Plan states that the City will provide a system of bicycle routes and facilities, along with pedestrian links in order to allow pedestrian and bicycle travel to become safer and more useful for everyday tasks. The City is also committed to achieving and maintaining a mixture of land uses that integrate places of residence, retail commerce, daily service needs, work, education, and recreation.

- *Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.* 8

  SCAG staff comments: According to the Draft General Plan, Calabasas' land use pattern is well established and is not intended to change over time. Future growth will primarily consist of infill development, undeveloped projects that were approved by the County, and rural residential developments at the edge of the urban area.

- *Support local jurisdictions strategies to establish mixed-use clusters and other transit-oriented developments around transit stations and along transit corridors.* 9

  SCAG staff comments: As previously discussed, mixed-use development will be concentrated in Old Town Calabasas and along the Ventura Freeway corridor and other major highways.

- *Support and encourage settlement patterns which contain a range of urban densities.* 10

  SCAG staff comments: The Draft General Plan states that the City will promote

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an assembly of distinct urban residential neighborhoods, rural communities, and rural residential areas which will contain a range of housing types. In addition, the City will promote a mix of retail and service commercial, office, and business park areas throughout the General Plan study area.

- *Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.*

11

SCAG staff comments: The Draft General Plan contains an extensive discussion on hillside management in the Conservation, Environmental Design, and Open Space Chapter. Overall, the preferred hillside management option for Calabasas is to preserve hillside areas in their natural condition. The Draft General Plan defines areas that, because of their environmental significance, require varying degrees of protection, and also provides for areas where development and varying degrees of landform modification may occur. There are also several policies related to development in areas associated with fire, flood, and seismic risks.

- *Support the protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals.*

12

SCAG staff comments: It is a high priority of the City of Calabasas to protect and, where feasible, facilitate restoration of the biological productivity and quality of vegetative and wildlife habitats throughout the remaining open spaces within the General Plan study area. Thus, the City has committed to a proactive approach to the management of biological resources through its General Plan policies, focusing on preservation of viable habitat areas.

- *National Forests shall remain permanently preserved and used as open space. SCAG shall support policies and actions that preserve open space areas identified in local, state, and federal plans.*

13

SCAG staff comments: One of the policies contained in the Conservation, Environmental Design, and Open Space Chapter of the Draft General Plan is the following: "Support the Santa Monica Mountains Conservancy and the Santa Monica Mountains Land Trust in their development rights purchase programs to retire development rights within the City and its General Plan study area; support the efforts of the National Park Service and California Department of Parks and Recreation to expand areas devoted to regional recreational open space within and adjacent to the General Plan study area." This policy demonstrates consistency with the above mentioned policy.

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- *Encourage planned development in locations least likely to cause adverse environmental impact.* 14

  SCAG staff comments: The Draft General Plan contains the following goal: "The key to maintaining the overall environmental health of the Calabasas area is to combine open space preservation with environmental design and site planning that works with nature to minimize the loss of such resources, to reduce the off-site impacts of development, and to restore, where possible, the environmental and landscape quality that may have been destroyed by past actions". There are eight policies in the Draft General Plan that pertain to this goal. In addition, the Draft General Plan encourages clustering of development to preserve large, unbroken blocks of open space within critical habitat areas, as well as to protect the integrity of habitat linkages where clustering can be accomplished without creating urban development patterns within rural areas.

- *Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.* 15

  SCAG staff comments: The City of Calabasas has committed to promoting the preservation and enhancement of landmarks, sites, and areas of historical, cultural, and urban design significance. The Draft General Plan contains two policies specifically aimed at preservation or adaptive reuse of historic structures and to the preservation of significant cultural and paleontological resources.

- *Encourage subregions to define an economic strategy to maintain the economic vitality of the subregion, including the development and use of marketing programs, and other economic incentives, which support attainment of subregional goals and policies.* 16

  SCAG staff comments: The General Plan provides goals and strategies devoted to the promotion of a healthy economic base within the City of Calabasas and surrounding area.

- *Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.* 17

  SCAG staff comments: The DEIR contains numerous policies that support the provision of community services.

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The Regional Mobility Chapter of the RCP&G also contains policies pertinent to this project[2] This chapter links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic, and commercial limitations. Relevant policies include:

- *Promote Transportation Demand Management (TDM) programs along with transit and ridesharing facilities as a viable and desirable part of the overall mobility program while recognizing the particular needs of individual subregions.* 18

  SCAG staff comments: The Draft General Plan states that the City will work to increase the efficiency of existing roadways by promoting Transportation System Management and Transportation Demand Management techniques. SCAG concurs with the DEIR that the implementation of policies D.1 through D.5 in the Conservation, Environmental Design, Open Space Chapter, policies A.4, C.2 and C.3 in the Land Use Chapter, policies B.3, B.8 and B.11 through B.15 in the Transportation Chapter, A.1 and A.5 in the Community Development Chapter and the TDM performance standards outlined in the air quality section of the General Plan Implementation Program will reduce vehicle trips and vehicle miles traveled, generated within the City of Calabasas, to the greatest extent feasible. SCAG staff concurs that these policies demonstrate consistency with the TDM policy contained in the Regional Mobility Chapter of the RCP&G.

- *Encourage non-motorized trips.* 19

  SCAG staff comments: As previously stated, the City is committed to reducing vehicle miles traveled and vehicle trips through the design of land uses, TDM requirements referenced above, and the provision of an extensive bikeway system. All of these efforts will do a great deal to encourage the use of non-motorized trips.

CONCLUSION

As described in the DEIR, the Calabasas General Plan appears to be generally consistent with the pertinent policies and objectives of the Regional Mobility and Growth Management Chapters of the RCP&G. 20

All mitigation measures associated with the project should be monitored in accordance with AB 3180 requirements and reported to SCAG. 21

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[2] See Endnote.

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SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

22

Roles and Authorities

SCAG is a ***Joint Powers Agency*** established under California Government Code Section 6502 et seq. Under federal and state law, SCAG is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO). SCAG's mandated roles and responsibilities include the following:

SCAG is designated by the federal government as the Region's ***Metropolitan Planning Organization*** and mandated to maintain a continuing, cooperative, and comprehensive transportation planning process resulting in a Regional Transportation Plan and a Regional Transportation Improvement Program pursuant to 23 U.S.C. §134(g)-(h), 49 U.S.C. §1607(f)-(g) et seq., 23 C.F.R. §450, and 49 C.F.R. §613. SCAG is also the designated ***Regional Transportation Planning Agency***, and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080.

SCAG is responsible for developing the demographic projections and the integrated land use, housing, employment, and transportation programs, measures, and strategies portions of the ***South Coast Air Quality Management Plan***, pursuant to California Health and Safety Code Section 40460(b)-(c). SCAG is also designated under 42 U.S.C. §7504(a) as a ***Co-Lead Agency*** for air quality planning for the Central Coast and Southeast Desert Air Basin District.

SCAG is responsible under the Federal Clean Air Act for determining ***Conformity*** of Projects, Plans and Programs to the Air Plan, pursuant to 42 U.S.C. §7506.

Pursuant to California Government Code Section 65089.2, SCAG is responsible for ***reviewing all Congestion Management Plans (CMPs) for consistency with regional transportation plans*** required by Section 65080 of the Government Code. SCAG must also evaluate the consistency and compatibility of such programs within the region.

SCAG is the authorized regional agency for ***Inter-Governmental Review*** of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12,372 (replacing A-95 Review).

SCAG reviews, pursuant to Public Resources Code Sections 21083 and 21087, ***Environmental Impact Reports*** of projects of regional significance for consistency with regional plans [California Environmental Quality Act Guidelines Sections 15206 and 15125(b)].

Pursuant to 33 U.S.C. §1288(a)(2) (Section 208 of the Federal Water Pollution Control Act), SCAG is the authorized ***Areawide Waste Treatment Management Planning Agency***.

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SCAG is responsible for preparation of the ***Regional Housing Needs Assessment***, pursuant to California Government Code Section 65584(a).

SCAG is responsible (with the San Diego Association of Governments and the Santa Barbara County/Cities Area Planning Council) for preparing the ***Southern California Hazardous Waste Management Plan*** pursuant to California Health and Safety Code Section 25135.3.

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5.0 SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

The SCAG letter presents a detailed analysis of consistency of the Calabasas General Plan with the policies and provisions of SCAG's Regional Comprehensive Plan. In each case, SCAG concludes that the Calabasas General Plan is consistent with regional policies.

SCAG-1

Comment noted.

SCAG-2

Comment noted.

SCAG-3

This comment refers to the Housing Element of the General Plan, and does not raise any substantive environmental issues. The analysis mentioned by SCAG will be conducted as part of the preparation of specific requirements for non-residential development.

SCAG-4

Comment noted.

SCAG-5

Comment noted.

SCAG-6

Comment noted.

SCAG-7

Comment noted.

SCAG-8

Comment noted.

SCAG-9

Comment noted.

SCAG-10

Comment noted.

SCAG-11

Comment noted.

SCAG-12

Comment noted.

SCAG-13

Comment noted.

SCAG-14

Comment noted.

SCAG-15

Comment noted.

SCAG-16

Comment noted.

SCAG-17

Comment noted.

SCAG-18

Comment noted.

SCAG-19

Comment noted.

SCAG-20

Comment noted.

SCAG-21

Mitigation measures will be monitored in accordance with the provisions of AB 3180, and will be reported to SCAG.

SCAG-22

This comment does not raise any substantive environmental issues, and requires no response.

6.0 LOS ANGELES COUNTY DEPARTMENT OF REGIONAL PLANNING

Los Angeles County
Department of Regional Planning

Director of Planning. James E. Hartl, AICP

January 24, 1995

RECEIVED
JAN 27 1995
CITY OF CALABASAS

Steven K. Harris
Director of Community Development
City of Calabasas
26135 Mureau Road
Calabasas, CA 91302-3172

Dear Mr. Harris:

SUBJECT: GENERAL PLAN REVISED DRAFT EIR

Thank you for providing this Department with a copy of the above Draft EIR. Staff has reviewed the document and finds that it provides generally good information; however, we request that the following go on record and be considered in the Final EIR in order to allow a more informed decision on the proposed General Plan.

In accordance with the California Environmental Quality Act Guidelines Section 15125(b), an EIR should discuss any inconsistencies between the proposed project and applicable general and regional plans. This does not appear to have been done with respect to the County's Malibu-Santa Monica Mountains Interim Area Plan (and any subsequent amendments) nor the Malibu Local Coastal Plan as they relate to the portion of the study area outside of the city (in spite of a statement on page II-13 that it is done in the Land Use Section). This information should be provided to enable consideration of County goals and objectives as well as to aid in the evaluation of alternatives. This is particularly important in reviewing Alternative 5 which features certain roadway improvements consistent with currently applicable County plans. 1

The Draft EIR acknowledges that the proposed General Plan's Study Area boundary is not meant to control land use decision-making in areas outside of the city (i.e. Regional Planning Commission/Board of Supervisors). Calabasas decision-makers should therefore be aware of potential land use policy changes to areas within County jurisdiction as pending development proposals proceed in the planning process. As such, there should be a general discussion of the potential effects of such known development proposals on the proposed general plan. Any such projects would, of course, be reviewed at the project specific level by Los Angeles County with appropriate consultation and input by the city. City officials and decision-makers should also be aware that, since the city general 2

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plan has not been adopted, some projects may come foreward in the near future (i.e. SOKA University, Continental Properties) that have not been reviewed in light of that plan.

There is no discussion in the Draft EIR as to how the proposed general plan will relate to the cooperative Ventura Corridor Study currently underway other than to cite it on page V-3. It is recommended that this be included in the Final EIR including the means by which to try to resolve inherent conflicts. 3

The Draft EIR, as well as the certified Final EIR, will provide baseline data which may be used in subsequent environmental documents prepared under Los Angeles County authority. As such, the Department of Regional Planning requests that a copy of the Final EIR be provided for future use. 4

If you have any questions or need additional clarification please call at (213) 974-6461, Monday through Thursday. Our offices are closed on Friday.

Very truly yours,

DEPARTMENT OF REGIONAL PLANNING
James E. Hartl, AICP
Director of Planning

Frank Meneses, Supervising Regional Planner
Impact Analysis

FM:lh

6.0 LOS ANGELES COUNTY DEPARTMENT OF REGIONAL PLANNING

DRP-1

The Interim Area Plan is currently being updated as part of a cooperative program between Los Angeles County; the cities of Agoura Hills, Calabasas, Hidden Hills, and Westlake Village; National Park Service, Las Virgenes Unified School District, and the Las Virgenes Municipal Water District. The purpose of the program is to update the non-coastal portion of the Malibu-Santa Monica Mountains Interim Area Plan, which is the governing General Plan document for the unincorporated portions of the General Plan study area, and to coordinate the plans of the other participating agencies with the updated plan, as well as with each other. As part of this program, the National Park Service will update their General Management Plan and Land Protection Plan following adoption of the Areawide Plan.

The Calabasas General Plan land use diagram which was used as the project description for the Draft EIR was input into the Areawide Plan program alternatives, and is currently being analyzed a part of the program. Because a proposed land use map for the Areawide Plan may not be available prior to General Plan adoption, it is the City's intent to proceed with its General Plan program to adoption ahead of the Areawide Plan, and to resolve any conflicts that might arise between the adopted General Plan and the Areawide Plan as part of the Areawide Plan program. If needed, a General Plan Amendment to resolve conflicts would be brought forward to the Planning Commission and City Council following adoption of the Areawide Plan, which is anticipated in late 1995.

The Malibu Local Coastal Program Land Use Plan covers the southerly portion of the General Plan study area, and will continue to be the governing land use document subsequent to adoption of the City's General Plan since all lands within the General Plan study area that are within the jurisdiction of the California Coastal Commission are within unincorporated territory. The Calabasas General Plan proposes comparable, and in many cases, more detailed policies than are contained within the coastal land use plan. In addition, the City's General Plan land use diagram proposes similar intensities of future development to that of the coastal land use plan.

The traffic and circulation section of the Draft EIR analyzes the impacts of projected development on the circulation system as proposed in the Calabasas General Plan.

DRP-2

The City of Calabasas is aware of projects recently approved, as well as project being reviewed by the County within the City's General Plan study area. Cumulative impacts in the Draft EIR are discussed on a geographic basis, providing the reader with an understanding of the impacts which are expected to result from General Plan implementation, as well as the implementation of the General Plan of surrounding communities. Cumulative impacts are not intended to be site-specific,

but to provide an understanding as to how the project being analyzed fits into the "big picture." The General Plan EIR accomplishes this objective.

DRP-3

See comment DRP-1, above.

DRP-4

A copy of the Final EIR will be provided to the Department of Regional Plan as requested following its certification by the City Council.

7.0 LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (818) 458-5100

HARRY W. STONE, Director

ADDRESS ALL CORRESPONDENCE TO:
P.O.BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

RECEIVED

JAN 31 1995

CITY OF CALABASAS

January 30, 1995

IN REPLY PLEASE REFER TO FILE. P-5

Mr. Steven K. Harris, Director
Community Development Department
City of Calabasas
26135 Mureau Road
Calabasas, CA 91302-3172

Dear Mr. Harris:

RESPONSE TO A REVISED DRAFT ENVIRONMENTAL IMPACT (DEIR) FOR THE CITY OF CALABASAS GENERAL PLAN

Thank you for the opportunity to provide comments on the Revised DEIR for the proposed City of Calabasas General Plan. Although we have not completed the review of the DEIR, we offer the following comments. We will forward additional comments when we complete our review. 1

Transportation Planning

We have serious concerns with the methodology and the assumptions used in the traffic study to address the impacts of the City of Calabasas' proposed General Plan Circulation Element. We believe the study has underestimated the traffic volume generated by the proposed General Plan and overestimated the number of existing dwelling units and the available capacity on the freeway. Therefore, the traffic study needs to be revised to properly address the following: 2

a) The report does not discuss the impact of the proposed General Plan's policies that restrict highway capacities on the regional circulation system. 3

The methodology used in the report is a spreadsheet model, which simply compiles information based on manual distribution of trips generated. This methodology does not have the capability to adequately address the regional impacts of the proposed circulation system. 4

b) The study overestimates freeway capacity by assuming it will be widened to 10 lanes by the year 2010, therefore, suggesting that there will be ample capacity left on the freeway to adequately handle the excess regional traffic in the future. However, according to Caltrans, there are no plans to add any additional lanes to this freeway, and such improvement is not included in the MTA's 20 Year Plan. 5

The study does not address the impact on the surrounding street system if the freeway remains at eight lanes. Based on the volume projections indicated in the report for the year 2010, an 8-lane freeway will operate at or over capacity. This will result in spillover of the excess traffic from the freeway onto the surrounding street system creating a worse level of service than indicated in the report. Therefore, roadway and intersection improvements proposed by the study might prove to be inadequate or inappropriate. 6

c) The number of dwelling units used in the study for the existing condition has been overestimated. Based on our research to update the Ventura Corridor Traffic Model, the total number of dwelling units should be 6,455 instead of the 9,109 used in the report. 7

d) The study assumes the General Plan buildout to be the year 2010. Generally, at least a 20-year forecast should be considered in evaluating the adequacy of a General Plan Circulation Element. A 15-year forecast, as assumed by the report, will underestimate growth and development in the area. 8

e) According to Table C of the report (page 10), the daily trips are divided into two trip purpose categories, Home Based Work (HBW) and Non-Home Based Work (NHBW), based on the Exhibit D-2 of the County of Los Angeles Congestion Management Program (CMP) guidelines. Both of these two trip purpose categories are work related trips. Exhibit D-2 of CMP guidelines classifies trip purposes into work and non-work trips which are different than the categories listed in the Table C. Therefore, the percentages listed in this table under these two categories should be revised to appropriately reflect the trip purpose. 9

g) The study discounts the trip generation rate for commercial developments by 30 percent due to the pass by trips. We believe this is excessive and will result in underestimating the trips generated, since most agencies assume only 10 to 15 percent for pass by trips. In addition the pass by trips should only be applied to the NHBW trips and not the total trips generated. The projected traffic volumes on the street system are, therefore, significantly underestimated. 10

h) The report lacks diagrams showing the proposed General Plan Circulation System. The description in the report does not describe the proposed General Plan roadway network and at times tends to be misleading. 11

Also, the City's prohibition on future street improvements and extensions of certain highway corridors will impact the following planned highways under County jurisdiction: 12

HIGHWAY	CLASSIFICATION
Calabasas Road	Major
Driver Avenue	Secondary
Las Virgenes Rd/Malibu Cyn Road	Major
Mureau Road	Major
Thousand Oaks Blvd	Major
Topanga Cyn Blvd	Secondary

We are particularly concerned with the following policies: 12

- The prohibition of the extension of Calabasas Road westerly to Las Virgenes Road.
- The prohibition of more than two travel lanes south of Lost Hills Road on Las Virgenes Road.
- The prohibition of the extension and connection of Thousand Oaks Boulevard.
- The prohibition of the extension of Driver Avenue.
- The prohibition of widening Mureau Road east of Mountain Gate Drive to more than two lanes.

Since the predominant development of the Santa Monica Mountains area, prior to the City's incorporation, was predicated on having the above facilities in place, it is likely that the City's action could further degrade the quality of life of citizens in the area as it does not allow the essential road infrastructure to mitigate the area's growth. 13

The study, with all its shortcomings, acknowledges that the projected traffic generated at the buildout of the proposed land use policies, coupled with cumulative traffic from existing or committed projects and increases in through traffic, will result in significant impacts to the area's circulation system. According to the study, significant improvements beyond those identified in the report would be required to mitigate the impacts and achieve the desirable roadway Level of Service (LOS) identified in the proposed General Plan. However, the General Plan recommends against these improvements and does not recognize the vital role the City of Calabasas plays in providing for the movement of goods and people throughout the region. 14

Also, the report concludes that the proposed General Plan Circulation Element cannot achieve the desirable level of service standards for development contained in the proposed General Plan Advisory Committee Land Use Plan even with the programmed roadway improvements. 15

We have completed updating the Ventura Corridor Traffic Model. The model's data base and output for the existing condition and the year 2015 have been reviewed by the Technical Advisory Committee for the Ventura Freeway Areawide Plan Update study, formed by the cities and jurisdictions along Ventura Freeway Corridor, including the City of Calabasas. Therefore, we recommend that the model results be used to analyze the impact of the proposed General Plan on the regional circulation system. 16

If you have any questions regarding these comments, please contact Mr. Farhang Agahi of our Planning Division at (818) 458-4331.

Traffic/Circulation

The General Plan states that the Ahmanson Ranch Project is not included as part of the related project or "committed project" list since the project is currently in litigation. We recommend that the General Plan incorporate a traffic impact and mitigation scenario that includes Ahmanson Ranch as a related or "committed" project. In addition, other known and approved projects within the incorporated County area, such as Soka University, should also be included in the traffic analysis. 17

If you have any questions regarding these comments, please contact Mr. Joaquin Herrera of our Traffic and Lighting Division at (818) 458-5909.

If you have any questions regarding the environmental reviewing process of this Department, please contact Ms. Clarice Nash at the previous page address or at (818) 458-4334.

Very truly yours,

HARRY W. STONE
Director of Public Works

BRIAN T. SASAKI
Assistant Deputy Director
Planning Division

MA:my
425

7.0 LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS

DPW-1

Subsequent comments on the DEIR have not been received by the City of Calabasas. Therefore, this letter is considered to be the Department of Public Works' complete comments.

DPW-2

The methodology and assumptions of the General Plan's traffic analysis are provided in the appendix to the EIR. That analysis accurately identifies the projected traffic generation of existing and future development within the General Plan study area. Through traffic projections are based on commonly accepted growth rates. The traffic analysis presents a worst case analysis based on General Plan buildout, and assumes that widening of the freeway will occur in the long-term based on discussions with Caltrans.

DPW-3

The General Plan traffic analysis contained in the EIR is based on the planned roadway system described in the General Plan, and thus does analyze the impact of restricting roadway carrying capacities in areas having significant environmental constraints or neighborhood protection issues.

DPW-4

The methodology used for analysis is,in fact, a spreadsheet methodology, which is adequate for General Plan level analysis. As previously stated, increases in through traffic were based on the application of commonly accepted growth factors.

DPW-5

Discussion with Caltrans conducted by the City's traffic consultant indicated that it would be appropriate to assume freeway widening within the next 15 years.

DPW-6

The Draft EIR indicates that additional carrying capacity on the regional highway system will be needed to carry increased regional through traffic. These increases in regional through traffic are beyond the capability Calabasas' system to manage. Analysis of the freeway with 10 lanes is based on the January 1991 Route Concept Report provided to the City of Calabasas by Caltrans for use in the General Plan program. This report indicates that two HOV lanes will be constructed.

The "alternative routes" to the Ventura Freeway which are proposed in the County's General Plan and were reviewed as part of the Calabasas General Plan and General Plan EIR include Thousand Oaks Boulevard, an extension of Calabasas

Road to connect to Agoura Road, and Mureau Road east of Las Virgenes Road. None of these routes present a feasible alternative to the Ventura Freeway.

There is a currently gap along Thousand Oaks Boulevard within the City of Agoura Hills, immediately to the west of Calabasas. The City of Agoura Hills has adamantly opposed connecting that roadway as a through route, and has effectively prevented its use as a through ciruclation route. In addition, a portion of Thousand Oaks Boulevard runs through the Santa Monica Mountains National Park. National Park Service officials have stated that this roadway would not be permitted to be constructed through the National Park. Finally, in a recent development approval (Malibu Terrace), Los Angeles County deleted all requirements for dedication or construction of Thousand Oaks Boulevard through that property, which is located on the west side of Las Virgenes Road. As a result of these actions, it is inconceivable that Thousand Oaks Boulevard could be constructed and used as a through route alternative to the Ventura Freeway, regardless of Calabasas' policies regarding Thousand Oaks Boulevard.

The Calabasas Road extension through to Agoura Road would run through significant biotic habitat, as well as areas of known slope instability. In preparing the General Plan and its EIR, the City has concluded that the environmental consequences of that route outweigh the traffic benefits that might accrue from its construction.

Mureau Road runs between a riparian corridor and steep hills, is steep, and has limited vertical and horizontal site distances in many areas. Widening of this roadway to four lanes would require straightening the roadway, as well as significant grading to improve site distances. This would result in significant biological and hillside impacts.

In recognition of the need for a through alternative to the freeway, the Calabasas General Plan proposes widening Calabasas Road west of Parkway Calabasas to four lanes up to approximately its present terminus, where a new four lane bridge would be constructed to connect to the present four lane section of Mureau Road to the west. This, along with widening Las Virgenes Road as proposed in the General Plan and opening the currently closed section of Agoura Road between Calabasas and Agoura Hills would provide a freeway alternative route.

DPW-7

The General Plan EIR is based on ***maximum*** allowable buildout, and covers an area larger than that used for "Calabasas" in the Ventura Freeway Corridor Areawide Plan traffic model.

DPW-8

The General Plan traffic study is based on General Plan buildout, which is anticipated in 2010. The EIR not address the impacts of growth outside of Calabasas which might occur subsequent to buildout.

DPW-9

Table C of the traffic study reports daily trip purposes for home-based and non-home based work trips. As noted in the Department of Public Works comments, the CMP used work-related and nonwork-related trips. The appropriate inputs were used on the traffic study, although Table C identifies only work-related trips.

DPW-10

Based on an analysis of travel patterns within Calabasas and an evaluation of existing land use versus existing traffic on area roadways, the 30 percent reduction was determined to be reasonable.

DPW-11

The proposed roadway system is described in detail in the General Plan. Without more specific information as to where and why the commenter believes that the description of the proposed roadway system might be misleading, a specific response cannot be provided. The City believes that the information provided is adequate and sufficiently clear.

DPW-12

Comment noted. The impacts of the City's circulation policies are described in the EIR. As noted in the Draft EIR and in these responses to comments, significant constraints exist along the routes identified in the comment. These routes are problematic in that they:

- pass adjacent to or through significant biological habitat areas whose destruction would be required for roadway widening in violation of applicable environmental protection policies;

- have substantial geologic and slope constraints which make widening impractical or impossible;

- follow a winding path through rural residential areas such that widening would require substantial dislocation of residents or loss of rural character inconsistent with City and County General Plan policies; or

- would require extension through lands under the jurisdiction of other agencies who oppose such routes and either have or could effectively block such extensions.

In addition to the above, the costs of these road extensions would make construction of these routes impossible, even if environmental impacts were to be ignored. When the Baldwin project was before the County, a study was conducted regarding the cost of constructing Calabasas Road through to connect to Agoura Road. The study estimated that the cost would be between $12 and $66 million. The developer of Malibu Terrace reported that the cost of constructing one mile of Thousand Oaks

Boulevard west of Las Virgenes Road would be $20 million. Ultimately, the County approved the Baldwin project ***without*** any requirement for actual roadway construction, and approved Malibu Terrace deleting any requirements for dedication of right-of-way for Thousand Oaks Boulevard. Although the Department of Public Works notes that past development prior toincorporation was "predicated" on the County' General Plan road network, the County did not require construction of these roads as part of the projects the County theoretically supported, nor did it set up assessment distructs to pay for them. In addition, Ahmanson Ranch estimated that the geologic mitigation required to widen and extend Las Virgenes Road north of Thousand Oaks Boulevard wold be approximately $12 million.

DPW-13

The City of Calabasas recognizes that development which preceded incorporation may have been predicated on construction of roadways which the proposed General Plan does not endorse. The City also recognizes the substantial environmental destruction that would result from roadway widening within the Santa Monica Mountains, and attempts to strike a balance between the need for additional roadway carrying capacity and the need to protect sensitive environmental resources. The General Plan traffic study addresses the impacts of planning land use on the planned roadway system, and accepts as unavoidable, traffic congestion in some locations. In order to protect environmental and historical resources, as well as the quality of life within existing neighborhoods and prevent domination of the City's neighborhoods by roadways and automobile traffic, some significant traffic impacts have been accepted by the policies of the General Plan.

DPW-14

As discussed above, the City does not concur that the General Plan traffic study suffers from "shortcomings." The Calabasas General Plan acutely recognizes the role that the community plays in the regional movement of goods and people, but is unwilling to sacrifice the area's sensitive natural environment and the quality of life of its residents because some jurisdictions choose to continue to pursue rapid residential development without concurrent expansion of local jobs or regional transit systems to support such growth.

DPW-15

Comment noted. As discussed in the General Plan and General Plan EIR, optimum levels of service on area roadways can not be achieved without unacceptable destruction of local environmental and historical resources.

DPW-16

The analysis prepared for the General Plan EIR is believed to be adequate for use with General Plan adoption. The regional traffic model will be used as part of the coordination effort being undertaken in cooperation with Los Angeles County and other surrounding jurisdictions.

DPW-17

The potential development of Ahmanson Ranch is addressed as a potential cumulative impact. In addition, the potential impacts of Ahmanson Ranch traffic on the city's planned circulation system is, in fact, addressed.

8.0 VENTURA COUNTY (VARIOUS DEPARTMENTS)

RECEIVED
JAN 3 1 1995
CITY OF CALABASAS

RESOURCE MANAGEMENT AGENCY

county of ventura

THOMAS BERG
Agency Director

January 31, 1995

Planning Director
City of Calabasas
FAX 818-878-4215

Subject: General Plan EIR

Thank you for the opportunity to review the subject document This report was circulated for review. The response is attached. Please forward responses to our comments as appropriate. If you have any questions, please call Kim Hocking, 805-654-2414.

Yours truly,

Thomas Berg by mkl

Thomas Berg

Reference No. 94-11.2

Attachment

cc: Guske

Government Center, Hall of Administration, L#1700
800 South Victoria Avenue, Ventura, CA93009 (805)-654-2661 FAX(805) 648-9212

PUBLIC WORKS AGENCY
TRANSPORTATION DEPARTMENT
Traffic, Planning and Administration

MEMORANDUM
December 20, 1994

TO: Resource Management Agency, Planning Division
Attention: Kim Hocking

FROM: Robert B. Brownie, Principal Engineer RBB

SUBJECT: Review of Document Number 94-11.2
Revised Draft Environmental Impact Report for the General Plan
The City of **CALABASAS**

The Transportation Department did not receive a copy of the Revised Draft Environmental Impact Report to review. However, we did review the Draft General Plan Addendum and revised Land Use Plan Map for the City of Calabasas and provided comments on November 17, 1994. We also previously reviewed the Draft Environmental Impact Report for the City of Calabasas General Plan Update and provided comments on April 27, 1994. In the interest of time and to keep this project moving forward, please ascertain that the City addressed our previous comments. 7

Please call me at Extension 2080 if you have questions.

c: Richard Herrera
Duane Flaten
Rich Guske

RBB/RH/DRF:
94-11-2.mem

Steve Harris
Addendum to May 11 Thomas Berg letter, County of Ventura
Dec 5/13
818 878 4215 FAX

COUNTY OF VENTURA
PUBLIC WORKS AGENCY
Transportation Department

MEMORANDUM

April 27, 1994

TO: Planning Division **REF. NO. 94-11**

FROM: Steven J. Manz, P.E.

SUBJECT: **CITY OF CALABASAS - GENERAL PLAN UPDATE**

In response to your request for review of the Draft Environmental Impact Report, adequate information has not been provided to determine traffic impacts on County and regional roads. The individual and cumulative effects on County and regional roads of this and other projects in the area must be documented. Level of service "C" on County roads and "D" on State highways must be provided as required in Section 4.2.2.3 of the County General Plan. Mitigations must be identified, along with adequate funding sources to accomplish the mitigations. Consistency with the Ventura County Congestion Management Program and the policies in Section 4.2.2 of the Ventura County General Plan must be provided. 8

Impact on roads identified as requiring widening in the 2010 Regional Road Network should be analyzed as well as impacts on other County and regional roads. The project may have an impact on State Route 101, as well as other roads. 8

I can be contacted at extension 2045 concerning necessary traffic analysis.

SM.307:sm

c: Development and Inspection Services

(94-11)

Post-it™ brand fax transmittal memo 7671 | # of pages ▸

To Steve Craig	From Kim Hocking
Co.	Co.
Dept.	Phone # 805 654.2414
Fax #	Fax #

12/13 DF

COUNTY OF VENTURA
RESOURCE MANAGEMENT AGENCY
PLANNING DIVISION

OUTSIDE EIR DOCUMENT REVIEW MEMORANDUM

TO Distribution List
FROM Kim Hocking, x 2414, L# 1740

Reference No 94-112
Lead Agency: Calabasas
Project References General Plan
Document Type: Revised DEIR
RMA Date Received: Dec 6, 1994
Public Review Deadline: January 31, 1994
Comments Due Back Jan. 26, 1994

I am coordinating review pursuant to Board policy Please comment in a form suitable as is for public release If comments or a phone call are not received by the "Comments Due Back" date it will be assumed you have no comments For the record though, please return the memo with the "no comments" box checked and initialed, and RETURN this memo with your response Please use the County Project Reference No noted above on your response

9

NOTES ____ No Comment- Initial/date
____ A limited number (1) of copies were received See Kim for copy if needed
____ Please note the short review time.

DISTRIBUTION LIST

4951- APCD, Thomas (Memo only)
1610- Flood Control, D B Taylor (Memo only)
1620- PWA, Transportation/Britt " "
1600- PWA, Guske (memo only)
P [illegible] - Santa

Date of Distribution 12/12/94 Initials RR

RECEIVED
DEC 13 1994
PWA - Transportation

8.0 VENTURA COUNTY (VARIOUS DEPARTMENTS)

VNT-7

Copies of the Draft EIR were provided to the Ventura County Resource Management Agency, not to individual departments within the County. Responses to the Transportation Department's April 27, 1994 Memorandum are presented below.

VNT-8

The General Plan and its EIR acknowledge that traffic generated within Calabasas will travel outside of the community ***and*** that traffic generated within Ventura County travels through Calabasas in the form of "Z" traffic. As previously noted, there are no direct road connections between the City of Calabasas and Ventura County, neither are any proposed in the Calabasas General Plan. As a result, the only way Calabasas traffic would enter the Ventura County road system would be via the Ventura Freeway, many miles outside of the Calabasas General Plan study area. It would be highly speculative to attempt to analyze the specific volumes of Calabasas-related traffic on Ventura County streets given this large distance.

If a direct road connection into Ventura County were ever to be established, for example connecting to Mureau Road of the Las Virgenes interchange, the amount of Ventura County traffic impacting Calabasas streets would be far greater than the amount of Calabasas traffic entering Ventura County. Thus, additional analysis is not required. Because the project being analyzed in the Draft EIR is a General Plan within a County other than Ventura, there is no requirement for analysis under or consistency with the Ventura County Congestion Management Program.

VNT-9

No response is required.

9.0 LOS ANGELES COUNTY DEPARTMENT OF PARKS AND RECREATION

COUNTY OF LOS ANGELES
DEPARTMENT OF PARKS AND RECREATION

Rodney E. Cooper, Director

February 1 ,1995

Mr. Steve Craig, Environmental Coordinator
City of Calabasas
36135 Mureau Road
Calabasas, California 91302

RECEIVED
FEB - 2 1995
CITY OF CALABASAS

Dear Mr. Craig:

DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR)
CITY OF CALABASAS GENERAL PLAN

The Department of Park and Recreation originally reviewed the above named document on May 19, 1995 and the following comments still apply.

County Park Facility Corrections

The correction should be made on IV-141 (Parks and Recreation section), that Zuma Canyon is not a County facility. The equestrian facility located in Zuma Canyon was developed and operated as a County facility but it is now under the jurisdiction of the City of Malibu. 1

Tapia Park is currently a County facility, but it is in the process of being transferred to the State of California, pending final approvals. 2

County Trails

Trail planning must be coordinated with Bertha Ruiz, Trails Coordinator. She can be reached at (213) 738-2973. Please see attached comment letter of May 19, 1995. 3

County Designated SEA's

The Department concurs with the City's position as stated on page IV-41, paragraph 1,.... "Additional preservation efforts will be required for those sensitive species and habitats occurring with the City of Calabasas but outside the Los Angeles County SEAs". 4

The Department appreciates the opportunity to comment on this document, if you have any questions, or require further information, please contact me at (213) 738-2972.

Sincerely,

Joan Reyent for
Frank A. Moreno Jr,
Park Planning Assistant

calaeir.c/by FAX 2/1/95

002 PARKS AND RECREATION NO 4TH FL. 17:01 02/01/95

COUNTY OF LOS ANGELES
DEPARTMENT OF PARKS AND RECREATION

Rodney E. Cooper, Director

May 19, 1994

Steve Craig, Environmental Coordinator
City of Calabasas
26135 Mureau Road
Calabasas, California 91302

Dear Mr. Craig:

Draft Environmental Impact Report (DEIR)
City of Calabasas General Plan

The Department of Parks and Recreation has reviewed the above named document, our comments and concerns are as follows.

County Park Facility Corrections

The correction should be made on Page VII-8 of the General Plan policy document (Agenda for the 21st Century), that Zuma Canyon is a not a County Park facility. Tapia County Park is currently in the process of being transferred to the State of California, pending final approvals.

County Trails

Because County Trails are of regional significance to the general public, any trails planning efforts must be coordinated with Cynthia D'Agosta, Department Trails Planner. She can be reached at (213) 738-2973.

The Department appreciates the opportunity to comment on this document, if you have any questions, or require further information, please contact me at (213) 738-2972.

Sincerely,

Bertha Ruiz,
Park Planning Assistant

bc: James Barber
Joan Rupert
Envir.file

c:Lloyd Zola, President
Planning Network

br:calabgp.1

02/01/95 17:02 PARKS AND RECREATION HQ 4TH FL. 003

9.0 LOS ANGELES COUNTY DEPARTMENT OF PARKS AND RECREATION

LADPR-1

Comment noted. The EIR is hereby revised to indicate that the Zuma Canyon facility is operated by the City of Malibu.

LADPR-2

Comment noted. The EIR is hereby revised to indicate that Tapia Park is in the process of being transferred from County to State jurisdiction.

LADPR-3

Trail planning has been and will be coordinated as requested. The May 19 letter does not raise any additional issues, and additional responses are not required.

LADPR-4

Comment noted.

10.0 LOS ANGELES COUNTY SANITATION DISTRICTS

WASTEWATER RECLAMATION
SOLID WASTE MANAGEMENT

COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (310) 699-7411, FAX: (310) 695-6139

CHARLES W. CARRY
Chief Engineer and General Manager

December 20, 1994

File No: 31-900.13.10J

Steven K. Harris
Director of Community Development
City of Calabasas
26135 Mureau Road
Calabasas, CA 91302-3172

Dear Mr. Harris:

City of Calabasas General Plan

The County Sanitation Districts received a *Draft Environmental Impact Report* for the subject project on November 5, 1994. We offer the following comment regarding sewerage service: 1

- The Sanitation Districts do not maintain any facilities within the project area(s).

If you have any questions, please contact the undersigned at (310) 699-7411, extension 2717.

Very truly yours,

Charles W. Carry

Marie L. Pagenkopp
Engineering Technician
Financial Planning &
Property Management Section

MLP:eg

N:\ENVASSES\ENVASS2\CALGENPL.LTR

10.0 LOS ANGELES COUNTY SANITATION DISTRICTS

LASD-1

Comment noted.

11.0 TOPANGA-LAS VIRGENES RESOURCE CONSERVATION DISTRICT

TOPANGA-LAS VIRGENES
RESOURCE CONSERVATION DISTRICT
122 NORTH TOPANGA CANYON BOULEVARD TOPANGA, CALIFORNIA 90290
Office (310) 455-1030 FAX (310) 455-1172
Education Reservations (310) 455-1449

ELIZABETH DOUPHNER
Executive Officer / Clerk of the Board

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NANCY L. HELSLE

29 December 1994

Mr. Steve Craig
City of Calabasas
26135 Mureau Road
Calabasas, CA 91372

RE: Calabasas General Plan Environmental Impact Report

Dear Steve Craig,

We have reviewed the Environmental Impact Report for the Calabasas General Plan. Substantial discussion of all issues, other than traffic, is seriously lacking. Data is missing to support the identification of land use, biological issues, open space issues or resource conservation (including water use and quality, waste disposal, etc.) as "Significant but mitigatable" impacts. Clarification as to how this might actually be achieved is important. Outlining the responsibilities of all parties involved would help clarify the problematic issues related to resource depletion. 1

The omission of locally available, pertinent GIS information that would help identify and clarify the impacts of the Proposed Plan and the Alternatives so that a more realistic comparison of build out impacts could be reviewed is quite serious. The current summary needs to provide opportunity for realistic comparison and evaluation. 2 Maps showing buildout according to each Alternative would be a valuable tool. 3 Also, incorporation of well known fire corridors into the Land Use Plan designations is critical. While some of the Hillside Management limitations would apply here, the discussion of the role of fire in the development of the community seems worthy of greater priority. 4

Refering back to our comment letter of 16 May 1994, (see attached), we note that other than traffic related issues, none of the concerns we identified were addressed by the current EIR document. Inclusion of detailed, well researched assessment of these concerns, as well as those identified by other agencies would seem imperative. 5

You have designated a baseline of open space based on 3 acres per 1000 residents. However the geography within the City boundaries and the 6

well documented desire of the community to protect open space seems to warrant greater land dedication. In particular, the land extending from the Baldwin Open Space down to Malibu Creek State Park, including the potential MICOR development has been identified as a regionally significant habitat linkage, contains valuable biological and archaeological resources and known geologic hazards. This entire area should be protected completely or developed at a very low density, in compliance with Hillside Management and historic fire path considerations.

Maintaining the integrity of the blueline stream flowing from this property directly into Cold Creek, as well as the larger issue of hydrology and sediment production within the whole developed area of the City seems in conflict with the land use designations. Clarification is needed explaining how the City proposes to maintain hydrologic regimes while allowing both flow and channel alterations. Historic evidence shows that stream channelization and flood control devices have proven less effective over time than maintaining riparian vegetation and providing buffer zones in flood zones to reduce hazards. Here is an excellent opportunity for the City to show leadership in preserving riparian habitats and thus avoiding the errors now being rectified by other communities. Leadership in establishing realistic monitoring procedures, standards of compliance and means of rectifying problems would place the City in a position to comply with NPDES standards and achieve the local goal of better water quality. 6

Another notable ommission is any reference to the City's existing Oak Tree Protection ordinance and the entire issue of Urban Forestry. The ordinance requires canopy cover retention standards which need to be addressed on a City-wide basis. Given the tremendous influence of native trees on maintaining the quality of life and ecological integrity of the City, the lack of any mention of how this resource will be managed is problematic. The issue of native tree protection also influences hydrology, slope stability, hillside management considerations, landscaping and water conservation, fire clearance and vegetation management issues as well as restoration and revegetation plans. While not a normal component of traditional EIR's, it would seem that the City would take this opportunity to integrate its total resource management plans into the Land Use Plan at this stage. 7

As is mentioned in the EIR, it is not unrealistic to consider that the City is already built out, and that further expansion can occur only at the expense of the very elemental features that make the community unique. Sacrificing these kinds of resources for short term economic gain is a well known problem. It is thought that resource protection is the very basis upon which the City was founded. There are few practical limits outlined in the General Plan to support the rhetoric of goals expressed. 8

This EIR reflects a traditional planning scheme. We hope the City will follow its original vision, and break away from the mold of exploiting the very resources which make it unique. A General Plan serves as the blueprint for the future, and expanding over time is much easier than introducing more restraints. 9

Incorporation of realistic resource protection, with responsibilities clearly outlined, into the foundation of the Plan is the best way to provide a basis for understanding the implications of further development. It is hoped that a thorough, well considered document will be provided to help guide the future of the City. 10

Sincerely,

Rosi Dagit
Conservation Biologist

TOPANGA-LAS VIRGENES
RESOURCE CONSERVATION DISTRICT
122 NORTH TOPANGA CANYON BOULEVARD TOPANGA, CALIFORNIA 90290
Office (310) 455-1030 FAX (310) 455-1172
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ELIZABETH DOUPHNER
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Vice President
JERRY R. DOUGLAS
Secretary
GLENN BAILEY
NANCY L. HELSLEY

16 May 1994

Delivered by FAX

Mr. Steve Craig
City of Calabasas
26135 Mureau road
Calabasas, CA 91302

RE: Draft General Plan and Environmental Impact Report

Dear Mr. Craig,

It has been quite interesting to review the philosophical basis upon which the City of Calabasas intends to function. The Community Profile portion of the Document was especially useful in gaining understanding of the past growth history and characteristics of the City population. There are several notable goals (open space preservation, transit based development, environmental review guidelines) which indicate that the City is trying to have a more holistic vision of its future. However, there were also some notable omissions and inconsistencies which need resolution prior to finalization of this plan.

1. Land Use Plan

There seems to be an inherent bias to this plan due to the inclusion of the MICOR development (entitlements revoked), PAZAR and KILROY-AHMANSON. All of these projects represent significant impacts to land use designations. Does this not seem to be projects leading the Plan process, rather than conforming to and fitting into an overall land use plan? Reconsideration of these projects should be required in light of the overall intentions of City land use. 11

In particular, the PAZAR (and unentitled MICOR) seem inconsistent with the overall intention of the General Plan. Both represent high density intrusions into the last large parcel of open space remaining in the City. Perhaps designation of that whole section of the City should be open space, with concentration of commercial and residential areas in other places that are already developed. In order for the City to retain viable open space that will allow ecosystem and watershed level functions, this last remaining large parcel should be set aside for preservation.

Three other omissions from the Land use Plan are identification of geologically unstable areas unsuitable for development, potential fire corridors that are known to burn regularly, and identified Significant Ecological Areas. 12

2. Open Space Preservation

While this is stated as a primary goal in numerous places, and is highly supported by the citizens (nine out of ten citizens surveyed), it was distressing to then review the land use map and find that only areas designated as mitigation for developments were to remain as open space. It was difficult to tell from the map, but it would be useful to specify in the document why other non-mitigation based properties were not so designated. 13

In order to achieve any portion of the policies outlined in the General Plan (A.1.-A.8, B.1-B.8, C.1-C.5) serious attention to those parcels necessary for the continued function of the overall ecosystem and watershed need to be identified and zoned according to least possible intrusive effects. It could potentially be argued that from an ecosystem standpoint, buildout has already exceeded the critical limit and preservation of all existing open areas is crucial to the function, biodiversity and potential for self-sustainability of the Malibu Creek watershed and regionally protected parks.

Perhaps most distressing is the fact (p.IV-E-4 EIR) indicating that of the 13,723 acres proposed for open space preservation, only 4,113 acres are within the City boundaries. Does it not seem a bit presumptuous to depend on Los Angeles County for preserving open space, rather than conserving more within the City itself?

Use of GIS technology to map out existing natural areas, with the Vegetation Map verified and used as the basis would be a good way to begin identifying potential habitat linkages, essential riparian areas, important habitats, etc. 13

3. Fire Hazard

Given the recent wildfire scenario, as well as the known fire history of the corridor from Lasky Mesa to the Coast, it was most disappointing to find so little planning based on maximum fire safety. The May 1994 Southern California Academy of Sciences Symposium on Brushfires confirmed what firefighters have been saying for years. It is essential not only to provide access and "defensible space", but also to identify high fire risk zones and develop these only if a strategic plan can be devised for minimizing risk. There should also be included policies for setbacks, fire resistant construction materials and vegetation management. Reliance on LA County Fire Department for this type of planning is not warranted. The City needs to make clear designations and recommendations within the Land Use Plan. 14

Again, use of GIS maps to incorporate these elements into the general Plan would be most useful.

4. Cumulative Impacts

The Draft Environmental Impact Report was especially weak in its discussion of the cumulative impacts associated with buildout of the General Plan. Where is the baseline data to support identification of Biological Resources as "Significant but Mitigatable"? The City Oak Preservation Ordinance requires preservation of canopy. Where is the overall canopy assessment and how does this fit with the Land Use designations? It does not appear that other physical features (riparian areas, seeps, springs, coastal sage 15

scrub,etc.) have been identified as limiting factors on the map. Even a brief much review of the Land Use Map reveals that the remaining biologic resources of the City are most definitely impacted by the proposed zoning. A thorough analysis of well collected baseline data is necessary before being able to state that the impacts are mitigatable. Again, use of GIS mapping would be most helpful in this regard. The Community Profile document included some pertinent maps which would be a good foundation for GIS analysis.

5. Growth Inducement

There is a bit of a contradiction in the statements made on pg. IX-1. On the one hand, the City hopes that "the environmental resources will not be compromised in the City, ..." On the other, "Plans for improvements to infrastructure and public services consistent with the General Plan will facilitate growth as identified by the document by eliminating existing or potential constraints on development." While it is commendable that the City wishes to "provide a framework to implement the goals, objectives and desires of the community,..." it is not clear how the failure to clearly identify and place zoning restraints on those physical, geological and biological elements that are prized by the community will prohibit the type of development that caused the City to incorporate. 16

Managing growth in a responsible manner is crucial, given the region wide problem with transportation and air quality, not to mention loss of geologic and biological resources. At this crucial point in the City's formation, the vision stated in the General Plan needs clearly defined limits that make it possible to say no to excessive development.

6. Identified Significant Impacts

Transportation and Air Quality will be negatively impacted by the proposed General Plan. While the Transit based approach to land design is nicely described, it does not appear to have been incorporated into the Land Use Plan itself. At what point will the City determine which portions of that proposal are viable for the City and attempt to implement them? 17

Perhaps another possible extension of that approach would be to consider bike paths/ walkways connecting gated communities and commercial areas. Given the identified problem of limited connections between developments, a system of trails/bike paths might be able to take some of the pressure off the main arteries by providing an attractive alternative to driving.

Air Quality is of particular concern. Perhaps the proposed plan which consolidates commercial/retail/industrial areas and limits further residential buildout (Alternative 2) is worthy of greater consideration.

7. Alternative Plans

After reviewing the tables discussing the pros and cons of all proposed alternatives, the overwhelming inherent bias towards the Draft General Plan is difficult to disregard. It would seem that given the local sentiment towards slow, regulated growth and open space preservation, as well as the high vacancy rate (9.9) and bias towards expensive single family dwellings, Alternative 2 would merit further consideration. It would allow development of a Transit Plan fostering greater pedestrian/bicycle traffic, reduce intrusion into open space 18

areas, preserve hillsides and riparian areas that are not only ecologically but geologically significant and reduce the fast growth recently experienced by the City.

Since the General Plan states a goal of developing infrastructure to "support and follow" rather than lead development, a more in-depth consideration of Alternative 2 is recommended.

8. Watershed Preservation and Planning

In only one instance is mention made of the Malibu Creek Watershed Planning process. Given the importance of this regional planning guidance to overall managment of the Malibu Creek Watershed and the City's critical postion at the headwaters of the watershed, it is would seem important to address the issues of how decisions made by the Watershed Group will effect planning in the City and vice versa. The use of planning as a tool for watershed protection cannot be overemphasized. A more complete discussion of how the City envisions its role in the overall management process is important to the completeness of the Environmental Impact Report and General Plan. 19

9. Miscellaneous Comments

p.II-8 (EIR) include maintaining hydrologic regime and integrity of existing drainages to discussion of Water Resources development impacts. 20

p.IV-A-4 (EIR) and pg II-16 (Gen.Plan) Include preservation of canyons in order to provide protection equivalent to that for hillsides/hilltops and ridgelines. 21

p.IV-F-3 (EIR) Policies G1-7 are found on pg VII-21, not 18-19. 22

p.II-5 (Gen. Plan) A.4 should include preservation of canyon bottoms 23
A.6 needs to address fire hazard planning 24
A.8 protection of views needs to be balanced with protection of ecosystem function (also should be inserted into policies G1-7) 25

p.II-9 (Gen. Plan) Has a baseline map providing an up-to-date biological inventory been produced? If so, it should be incorporated into the Environmental Impact Report and used to clarify issues regarding biological resources. 26

Is the Old Town Calabasas Master Plan considered part of the overall General Plan process? If not, why not? 27

A discussion of Urban Forestry and management of woodland resources is required in order to meet the specifications of the Oak Preservation Ordinance. 28

Definition of the environmental review process and constraints analysis would be a valuable addition to the Envirronmental Impact Report. 29

10. Summary

Perhaps the greatest omission of the Environmental Impact Report is the lack of state of the art GIS maps to provide visual demonstrations of how various resources would be impacted by the proposed General Plan buildout. The National Park Service in Agoura Hills and the CA. Department of Forestry and Fire Protection have combined resources and have the ability to provide this service. 30

Prior to the next public hearing on the General Plan, requesting these agencies to provide maps illustrating how the various proposed Alternatives would impact existing open space, identify sensitive habitats, geologically unstable areas, high fire corridors, etc. would allow the public to visualize more readily the range of choices. It is also possible for them to map out transportation routes, bike and hiking trails, etc. which would make evaluation of possible solutions easier. It seems a shame to not utilize such a valuable tool.

Another missing element is a discussion of managment and monitoring to determine if the agreed upon Plan is actually able to meet the identified goals. How will the City provide internal review and self-checking? More specific methods for evaluation are critical. 31

In summary, the overall intent of the General Plan seems in keeping with the desires of the citizens, with the exception of the way open space is being handled. It is very difficult in this climate of "personal property rights" vs. public and environmental needs to establish a clear boundary for growth and development. With courage and vision, the City could set a precedent in trying to really preserve its natural resources and maintain a high quality of life for its members. Adhering to a wise land use design, fostering creative developments that work with the land rather than against it, and applying thoughtful restraints to geologically unstable, biologically significant or fire prone areas could make the City a model for the 21st Century. It is hoped that with some fine tuning and more consideration of the need for open space preservation a truly visionary and usable tool will be developed in the General Plan. 32

Thank you for the opportunity to comment on this document. Please keep us advised of the public hearing process.

Sincerely,

Rosi Dagit

Rosi Dagit
Resource Conservation Consultant

11.0 TOPANGA-LAS VIRGENES RESOURCE CONSERVATION DISTRICT

RCD-1

The City of Calabasas believes that the General Plan EIR presents adequate documentation for all issues as identified in specific responses below.

RCD-2

During preparation of the Community Profile, General Plan, and General Plan EIR, the City attempted to secure pertinent GIS mapping of biological resources from the National Park Service and other agencies, but found that such data was not available in a usable form. It is important to note, however, that biological resource mapping was, in fact, completed as part of the General Plan program, and that this mapping was used in the formulation of General Plan's land use diagram, policies, and performance standards, and was also used in preparation of the General Plan EIR. In addition, the City of Calabasas is participating along with Los Angeles County, the National Park Service, and others to prepare detailed GIS mapping of resources within the northern portion of the Santa Monica Mountains. This includes the portions of the Calabasas General Plan study area that are outside of the jurisdiction of the California Coastal Commission (roughly the area north of Mulholland Highway). This mapping effort is consistent with the results of the City's earlier resource mapping.

RCD-3

Maps showing buildout according to each alternative are attached.

RCD-4

Fire safety considerations have been incorporated into the General Plan as part of the Environmental Hazards Element. Adequate policies and performance standards have also been incorporated into the General Plan to protect public health and safety. Fire safety considerations will thus be incorporated into City's development and environmental review program, directly affecting design of new development, as well as allowable densities. Mapping of "fire corridors" as part of the General Plan land use diagram is not required.

RCD-5

Responses to the District's May 16, 1994 letter are provided separately (see comments and responses RCD-11 thorough RCD-32).

RCD-6

The 3.0 acres per 1,000 population figure is for active public park lands, and is the maximum that the City can require under the Subdivision Map Act. In addition to active park land, the General Plan provides an objective for natural open space, as

well as additional requirements for the preservation of open space and environmental resources. The area cited by the Resource Conservation District is already shown in the General Plan as open space, or is designated Hillside Mountainous, which permits a density from one dwelling unit per forty acres up to one dwelling unit per ten acres. This low density is consistent with the District recommendation.

This comment attempts to discuss site-specific considerations and potential development design on a particular property. Such considerations are not an appropriate issue for a General Plan or General Plan EIR. It is important to note that General Plan performance standards require the preservation of blue line streams in their natural condition, and would prohibit the type of channelization with which the Resource Conservation District expresses concern.

RCD-7

The City's Oak Tree Ordinance will be unaffected by the General Plan, and will remain in full force and effect following General Plan adoption. In addition, the General Plan includes an implementation program on Page VIII-89 to establish an oak tree restoration fund.

Whether an urban forestry program is or is not included as part of the General Plan does not raise any substantive environmental issues. It should be noted, however, that pursuant to the recommendation of the City's Parks and Recreation Commission, an urban forestry program has been added to the proposed General Plan.

RCD-8

It is not clear from the comment what specific EIR statement(s) are being referred to. However, the General Plan does contain concrete and practical limits on the impacts which development will be permitted to have on area resources. These limits are expressed in Table VIII-3 of the General Plan, maximum Acceptable Impacts of Indivudal Development Projects.

RCD-9

The General Plan does ***not*** reflect a traditional planning scheme, and does reflect a vision of environmental protection. The General Plan differs away from the traditional notion that developers are entitled to the maximum allowable development intensity within each land use category. The General Plan clearly states that developers gain the ***basic*** (minimum) development intensity within each land use category only if the proposed development is consistent with all of the policies and performance standards of the General Plan. Development may be permitted by the City above that basic intensity up to the maximum allowable development intensity ***only if*** the thresholds established in Table VIII-3 of the General Plan, Maximum Acceptable Impacts of Individual Development Projects, are not exceeded. Included in this table are environmental impact thresholds which will prevent the impacts with which the Resource Conservation District expresses

concern. The incorporation of such thresholds into a General Plan along with detailed performance standards for future development go far beyond the "traditional planning scheme" referenced by the District in their comments, and do break away from the mold of allowing development to exploit and destroy the environmental resources which make Calabasas a desirable community.

RCD-10

The General Plan does contain a realistic and detailed resource protection program.

RCD-11

The "Micor" development is not designated on the proposed General Plan land use diagram, and was not analyzed as part of the proposed General Plan in the recirculated Draft EIR. The Pazar and Kilroy-Ahmanson projects have valid development agreements which predate the Genreal Plan program, and are recognized in the General Plan. These projects were analyzed in the recirculated Draft EIR.

RCD-12

The existence of geological unstable areas within Calabasas has been recognized in the General Plan Environmental Hazards Element and in the General Plan EIR. The General Plan provides clear and detailed standards for protecting the public from geologic and other environmental hazards, making it unnecessary to maps these hazard areas on the General Plan Land Use diagram as requested by the Resource Conservation District.

As previously noted, the General Plan also provides adequate policies and programs for fire protection, also making it unnecessary to map these hazards on General Plan Land Use diagram since consideration of these hazards are already part of the General Plan.

As noted in response to comments of the State Department of Parks and Recreation, Los Angeles County's SEA designations were recognized in the preparation of the General Plan and the Draft EIR; however, since Los Angeles County no longer has jurisdiction within the City of Calabasas, there is no ongoing function of the SEAs. In reviewing the effectiveness of the SEA designation as part of the preparation of the General Plan land use diagram, it was noted that prior to incorporation, urban development had been permitted within designated SEAs. In addition, County SEA environmental protection policies were reviewed and found to be too general to be effective. Thus, the Calabasas General Plan contains detailed environmental protection policies and performance standards, which are expected to provide a greater level of protection to environmental resources than would the SEA designation on the land use diagram.

RCD-13

General Plan policies and performance standards give substantial consideration to the preservation of open space, and will result in the preservation of large blocks of unbroken open space, as well as the protection of important environmental resources. The Resource Conservation District's suggestion that specific sites be designated as open space without development rights would require immediate purchase by the City of those lands, or would require the City to prepare land use plans for each parcel within the City to determine as part of the General Plan which portions of individual properties would need to be preserved in open space at such time as a development proposal were to be submitted to the City. That is ***not*** the function of a General Plan. Instead, the General Plan clearly and in detail identifies the resources which must be protected (e.g. habitat linkages, blue line streams, oak woodlands), and requires their preservation.

Existing natural areas were, in fact, mapped as part of the General Plan program, and such mapping was used int he preparation of the General Plan and the General Plan EIR. For a discussion of GIS mapping, see responses DPR-6 and RCD-2.

RCD-14

Mapping of "fire corridors" is discussed in response RCD-4.

RCD-15

Cumulative impacts are addressed in the General Plan in accordance with CEQA Guidelines. Cumulative impacts are discussed on a geographic basis, providing the reader with an understanding of the impacts which are expected to result from General Plan implementation, as well as the implementation of the General Plan of surrounding communities. Cumulative impacts are not intended to be site-specific, but to provide an understanding as to how the project being analyzed fits into the "big picture." The General Plan EIR accomplishes this objective.

As previously discussed in response to Resource Conservation District comments, as part of the preparation of the General Plan, environmental resources were mapped, and these maps were used to define the land use diagram and General Plan policies and performance standards. It would, at best be confusing or misleading, and at worst impossible, for the General Plan land use diagram to attempt to reflect all of the environmental resources which might be limiting factors for future development. The Resource Conservation District's comment reflects a common, but erroneous, notion, that a General Plan land use diagram ***is*** the General Plan. State law is clear that the General Plan land use diagram is only one part of a General Plan, and that the text of the General Plan has equal status with the land use diagram. The Calabasas General Plan provides an extensive implementation program and detailed performance standards to integrate the concerns raised by the Resource Conservation District with the land use diagram.

RCD-16

The comment quotes the Draft EIR out of context. On page IX-1, the Draft EIR states:

> "The proposed General Plan and its Land Use Plan will help preserve a substantial amount of remaining open space lands, and propose little significant change from existing development patterns within the City. In addition, the proposed General Plan contains specific goals and objectives to balance the protection of environmental resources with economic expansion. This key concern in the community is intended to place a high value on the environment, not to the exclusion of economic enhancement, but with a cautious approach towards future growth. As a result, the environmental resources will not be compromised in the City, and the rural/suburban lifestyle commonplace in the City will be sustained as the fundamental community character of choice...."

The General Plan and the General Plan EIR are based on a detailed identification and evaluation of physical and environmental constraints on future development, including geological and biological issues. The General Plan's Development/Environmental Review Program contains detailed and extensive performance standards which must be met. These standards address physical and environmental constraints on future development, and serve to protect public safety, as well as the community's environmental resources.

The growth inducing effects of the General Plan are limited by the policies and performance standards of the General Plan document. The development that will result from improvements to infrastructure and removal of infrastructure constraints on development must, by law be consistent with the General Plan, and thus must be consistent with General Plan policies and performance standards which serve to protect environmental resources.

The General Plan defines the types and intensities of new development that may occur in the future (development that is consistent with its land use diagram, policies, ***and*** performance standards), as well as the types and intensities of new development that may not occur (development which is not consistent with the provisions of the General Plan). The policies and performance standards of the General Plan provide the clearly defined limits requested by the Resource Conservation District.

RCD-17

The General Plan currently defines what will be accomplished to facilitate the use of transit, bicycle, and pedestrian transportation, including detailed design guidelines within the air quality portion of Chapter VIII for incorporating transit-related facilities into new development. The General Plan also includes plans for a bicycle system throughout the community. However, given the rugged hilly nature of Calabasas, there is a limit on the extent to which people can or will walk or ride bicycles in lieu of driving. The General Plan and General Plan EIR recognize this limitation. In addition, the General Plan and General Plan EIR recognize that

Calabasas can not build its way out of traffic congestion, and that many of the roadways that have been proposed in the past have significant adverse environmental effect on biological and other environmental resources in excess of their traffic carrying benefits. Thus, in recognition of the environmental limitations placed on the City's ability to expand its roadway system and induce alternatives to the automobile, transportation has been determined to be a significant environmental effect of the General Plan.

The General Plan provides detailed performance standards for reducing the air quality impacts of future development, thereby incorporating all feasible mitigation into future development that will be permitted by the General Plan. At the same time, the Draft EIR recognizes that the air basin within which Calabasas is located has not attained applicable air quality standards, and that the addition of air emissions into that situation constitutes an adverse impact. Finally, the thresholds of significance for air pollutant emissions prepared by the South Coast Air Quality Management District (AQMD) focus on the significance of individual development projects. Because there are no there are no thresholds which address large-scale planning efforts such as a General Plan, it is not possible for the City to reduce project future air emissions below the AQMD's significance thresholds.

RCD-18

The proposed General Plan resulted from a careful evaluation of the General Plan alternatives. The proposed General Plan is, if fact, largely based on the performance based policies of Alternative 2. These policies are reflected in Chapter VIII of the General Plan in the Development/Environmental Review Program.

RCD-19

The City recognizes the ongoing efforts of the Resource Conservation District and other agencies in the Malibu Creek Watershed planning process. When it is completed, specific recommendation from the watershed plan can be incorporated into the General Plan. The General Plan and its EIR do address water quality and biological resources issues.

RCD-20

Requirements for preserving existing creeks in their natural condition is already addressed in the General Plan, and are therefore considered to be part of the project being analyzed in the EIR.

RCD-21

The biological resources and riparian vegetation commonly found within canyon areas and on canyon bottoms are provided with protection equal to that of hillsides and ridgelines. In addition, oak woodlands and other significant biotic communities are already provided with such levels of protection.

RCD-22

This comment refers to a typographical error that does not occur in the recirculated Draft EIR.

RCD-23

See response RCD-21.

RCD-24

Fire hazard planning has been incorporated into the proposed General Plan.

RCD-25

The General Plan clearly recognizes that competing objectives, such as viewshed protection and the need to preserve ecosystem function, exist, requires that such competing objectives be balanced. Additional revisions to General Plan policies are not required.

RCD-26

As previously stated, a baseline biological resources was prepared as part of the Community Profile, and has available for public inspection at City Hall since 1993. This map was used in preparation of the General Plan and the General Plan Draft EIR.

RCD-27

The General Plan recognizes the Old town Calabasas master Plan, and incorporates relevant provisions of that plan.

RCD-28

A discussion of urban forestry has been incorporated into the proposed General Plan. It is important to note that the Oak Tree Preservation Ordinance does not require such a program to be part of the General Plan.

RCD-29

A description of the City's environmental review process and analysis of site-specific constraints can be is included in the General Plan document. Inclusion of a similar discussion into the EIR is not necessary.

RCD-30

The technology used to prepare and store biological resource mapping does not effect the adequacy of the General Plan EIR. As previously noted, during General Plan preparation, the City of Calabasas attempted to secure GIS mapping, but found

that such mapping was incomplete, and was not capable of being used for General Plan analysis.

RCD-31

State law requires that discretionary development decisions be consistent with the provisions of the General Plan. As part of these approvals, findings must be made that the proposed project is, in fact, consistent with the General Plan. The Development/environmental Review Program included in Chapter VIII of the General Plan provides a process, as well as detailed performance standards for evaluating the consistency of proposed development projects with the General Plan. Thus, a monitoring program for General Plan consistency is already part of the General Plan.

RCD-32

This comment relates to the General Plan rather than to the General Plan EIR, and does not raise any substantive environmental issues. The City also believes that the General Plan handles open space in an appropriate manner, and will serve to protect important open space resources in the community.

12.0 CITY OF AGOURA HILLS

RECEIVED
JAN 13 1995
CITY OF CALABASAS

City of Agoura Hills

"Gateway to the Santa Monica Mountains"

January 10, 1995

Steve Harris
Director of Community Development
City of Calabasas
26135 Mureau Road
Calabasas, CA 91302

RE: COMMENTS ON CITY OF CALABASAS REVISED DRAFT GENERAL PLAN AND REVISED DRAFT EIR

Dear Mr. Harris:

Please find enclosed a copy of our previous letter to you (dated May 12, 1994) which contained comments on the Calabasas draft general plan and draft EIR. Our staff was advised by Calabasas staff that the revisions to the draft general plan and to the draft EIR were minor in nature and did not affect any of our previous comments. As such, we do not have any additional comments to submit to you on the revised documents and request that our previous letter be included in the record. 1

Thank you for the opportunity to comment and we look forward to reviewing the final general plan and EIR. If you should have any questions, please feel free to contact this office.

Sincerely,

David Anderson, Director
DEPARTMENT OF PLANNING & COMMUNITY DEVELOPMENT

calabgp2.ltr

30101 AGOURA COURT, STE. 102 • AGOURA HILLS, CA 91301-4335 • (818) 597-7300 • FAX (818) 597-7352

City of Agoura Hills

"Gateway to the Santa Monica Mountains"

May 12, 1994

Steven K. Harris
Director of Community Development
City of Calabasas
26135 Mureau Road
Calabasas, CA 91302

RE: COMMENTS ON CALABASAS DRAFT GENERAL PLAN AND DRAFT EIR

Dear Mr. Harris:

Our staff has reviewed the draft City of Calabasas General Plan and draft EIR. The cities of Calabasas and Agoura Hills share the same vision for the protection of natural resources, preservation of open space and hillsides, growth management and low intensity development. It is with these in mind that we offer the following comments.

First, regarding traffic and circulation, the draft EIR concludes that even with the programmed roadway improvements, the proposed General Plan Circulation Element cannot achieve the desired level of service standards for development contained in the proposed General Plan Advisory Committee land use plan. It further states that this inability to support the maximum buildout of the General Plan and maintain acceptable levels of service results from the higher priority that the proposed General Plan places on the protection of existing environmental features (e.g., significant landforms, hillsides, biotic habitats and linkages) and residential neighborhoods from the intrusion of increased traffic volumes and expansions of roadways. In the sense that the goal of the Calabasas general plan is to maintain a Level of Service C, but as sufficient roadway capacity improvements are not planned to accommodated the proposed buildout, the General Plan can be considered to be internally inconsistent. 2

While we understand that the need to widen roadways to maintain the LOS C is partly offset by the General Plan policies which limit development intensity to below what is maximally allowed, the City of Agoura Hills finds that the failure to make the needed improvements could result in overflow of traffic impacts to Agoura Hills and to the region. An example could be that the failure to 3

widen and improve Las Virgenes Road/Malibu Canyon Road to accommodate the general plan buildout may result in the shifting of "Z" traffic to Kanan Road in Agoura Hills. For this reason, the City of Agoura Hills requests that the final EIR examine what impacts the failure to sufficiently mitigate the Calabasas general plan buildout would have on the region and to the Agoura Hills roadway network. These impacts could be reduced by reducing the the proposed General Plan densities such that they do not exceed the programmed roadway capacities. Alternatively, the City of Calabasas can enter into reciprocal traffic mitigation agreements with the cities and the counties in the region. 3

As you are aware, both Calabasas and Agoura Hills along with several other cities and agencies in the area, are participating in the preparation of the Ventura Freeway Corridor Areawide Plan. The Corridor Plan will provide the vehicle for greater interjurisdictional land use planning efforts to realize the visions of the community in this region. Through the implementation of our respective general plans as well as the Ventura Freeway Corridor Areawide Plan, the planning agencies in this region can cooperatively work towards maintaining the quality of life in the region. 4

Thank you for this opportunity to comment on the draft General Plan and draft EIR. If you should have any questions, please feel free to contact this office.

Sincerely,

David Anderson, Director
Planning & Community Development

calabgp.ltr

12.0 CITY OF AGOURA HILLS

AGH-1

Comment noted. Responses to the City's previous letter are provided below.

AGH-2

Subsequent to the release of the initial General Plan document and original Draft EIR, the Circulation Element of the General Plan was reworked to clarify this perceived inconsistency. The proposed General Plan and recirculated Draft EIR identify Level of Service (LOS) B within rural areas and LOS C within urban areas to be the City's general objective; however, varying roadway performance objectives are provided for each link of the City's backbone roadway system in recognition of the relative need to enhance traffic flow, protect environmental resources, avoid geologically unstable formations, and protect existing residential neighborhoods. The result is a direct correlation between the land use, circulation, ***and*** environmental protection portions of the General Plan.

AGH-3

The recirculated Draft EIR recognizes the traffic implications of the General Plan's proposed ciruclation system. It is important to note that, given the physical and environmental constraints which exist along Malibu Canyon Road south of the Calabasas General Plan study area, it is unlikely that there will ever be four through lanes through to the Malibu coast. Given the winding nature of Kanan Dume Road and its connection point to Pacific Coast Highway far to the west of Malibu Canyon Road, long-term diversion of traffic from Malibu Canyon Road to Kanan Dume Road is not likely. Calabasas concurs with the concept of reciprocal traffic mitigation agreements within the cities and counties of the region, and is working cooperatively with the City of Agoura Hills, Los Angeles County, and other to that end through the Ventura Freeway Corridor Areawide Plan program. The Calabasas General Plan also contains concrete requirements for future development project to mitigate any interjurisdictional traffic impacts that might occur. Thus, development projects which might impact Agoura Hills streets would be required to provide mitigation in accordance with the provisions of the Agoura Hills General Plan.

AGH-4

The City of Calabasas concurs.

13.0 LAS VIRGENES MUNICIPAL WATER DISTRICT

DIRECTORS.
A. MACNEIL STELLE
DIVISION 1

GLEN PETERSON
DIVISION 2

HAROLD V (HAL) HELSLEY
DIVISION 3

STEVE GAVIN
DIVISION 4

ANN DORGELO
DIVISION 5

LAS VIRGENES MUNICIPAL WATER DISTRICT
EST. 1958

OFFICERS.
HAROLD V (HAL) HELSLEY
PRESIDENT

A. MACNEIL STELLE
VICE PRESIDENT

ANN DORGELO
SECRETARY

STEVE GAVIN
TREASURER

GLEN PETERSON
MWD REPRESENTATIVE

WAYNE K. LEMIEUX
ATTORNEY

JAMES E. COLBAUGH
GENERAL MANAGER

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JAN 31 1995
CITY OF CALABASAS

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January 31, 1995

Steven K. Harris, Director of Community Development
City of Calabasas
26135 Mureau Road
Calabasas CA 91302

Subject: **General Plan Revised Draft EIR**

Las Virgenes Municipal Water District has received the Draft EIR for the City of Calabasas General Plan. The district appreciates the City's efforts in acknowledging the important issue of water resources planning. There are several areas worthy of comment: 1

Section IIA - General Plan Goals

Water Resources - The items listed under this section relating to land use, plumbing fixtures, landscape criteria and NPDES permits represent sound water planning practices the district supports. However, reclaimed water availability varies within the City to such a degree that the district does not impose a time frame for installation of such an irrigation system. A more appropriate statement would be "A development is considered to have an unacceptable impact on water resources if designed so the irrigation system cannot easily be separated from the potable water system and supplied with reclaimed water if and when it becomes available." The district requires all new development be designed in this manner. 2

Section III - Executive Summary

Water - The Draft EIR lists several mitigation measures concerning impacts to water resources. The statement regarding reclaimed water is misleading. There are areas of the City in which it would be impractical to extend a reclaimed water line. Further, reclaimed water use is not allowed for typical single-family development. A more appropriate statement would be "The City of Calabasas shall require new development projects to install reclaimed water systems for irrigation purposes, where feasible and permissible." 2

Utilities - The district strongly believes new development should pay for itself and supports the mitigation measures outlined in this section. 3

Section IVB - Water

Again, the mitigation measure stipulated in this section should not impose a time constraint of five years on the availability of reclaimed water. More acceptable language would be "The City of Calabasas shall require all discretionary development projects subject to General Plan consistency findings to design irrigation systems that can easily be separated from the potable water system and supplied with reclaimed water if and when it becomes available." This statement is consistent with district policy. 4

The water conservation measures mentioned are compatible with district policy, also, except pressure reducing valves, which are not water conservation devices. 5

Section IVM - Utilities

Calculations for water and wastewater consumption in Tables IV-31 and IV-32, respectively, are reasonable. 6

The district would also like to reiterate comments regarding the proposed zoning of district facilities. The Preferred Plan for Land Use Alternatives makes no distinction between lands owned by the district for water resources management and other land uses. Specifically, lands owned in fee by the district are designated "OS-RP" (Open Space - Resource Preservation). These lands include numerous tank/pump station sites, our current headquarters and operations site and our sludge disposal/composting facilities at Rancho Las Virgenes. We feel a more appropriate designation for our property is your proposed designation of PF-1 (Public Facilities - Institutional). Our land uses for these parcels would be consistent with current and future state and federal requirements for water, wastewater and biosolids treatment. 7

I will serve as your point of contact in this matter. If you have any questions regarding our comments, please call me.

Very truly yours,

C. Eugene Talmadge, R.A.
Principal Planner

CET:JA:ja

13.0 LAS VIRGENES MUNICIPAL WATER DISTRICT

LVMWD-1

This comment refers to Table II-1 of the General Plan EIR, which is found in the General Plan document as Table VIII-3. The purpose of this table is to identify the maximum acceptable limits of environmental impacts resulting from individual development projects. The City will consider the Water District's comments in its deliberations on the General Plan document.

LVMWD-2

Mitigation Measure B.4 is hereby revised to read:

B.4 The City of Calabasas shall require all discretionary development projects subject to General Plan consistency findings to install reclaimed water systems for irrigation purposes where feasible and permissible.

LVMWD-3

Comment noted.

LVMWD-4

See response LVWMD-2.

LVMWD-5

Comment noted.

LVMWD-6

Comment noted.

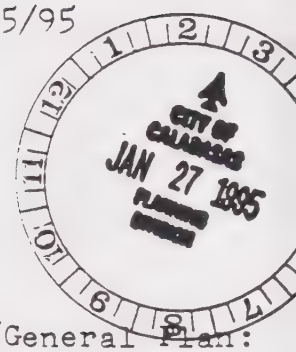
LVMWD-7

The comment relates to the General Plan land use diagram, and does not raise any substantive environmental issues. The existing and currently planned operations of the Water District are consistent with the proposed General Plan land use diagram designations.

14.0 COALITION TO PRESERVE LAS VIRGENES

Coalition to Preserve Las Virgenes

1/25/95



City of Calabasas
26135 Mureau Road
Calabasas, Cal. 91302

INPUT to DRAFT EIR/GENERAL PLAN

Dear City of Calabasas Councilmembers,

Please address the following points in your upcoming EIR/General Plan:

1) That no access roads be constructed to the proposed Ahmanson development site, as they would facilitate project development. 1

2) That the former "Micor" proposed development site be designated "Open Space-Resource Protection" because it is a vital riparian link to the Malibu Creek Watershed and Malibu Creek State Park. 2

3) That the application of so-called "Performance Standards" along Mulholland Highway be abandoned and that "Mulholland Scenic Corridor" be restored as a working concept with special protection given to this special sea-mountain link. 3
The flexibility of "Performance Standards" favors the development of an area, not preservation of its natural beauty and resources.

4) That the portions of Gillette Ranch, presently owned by Soka Corporation, need never have been designated by you as "Commercial Limited-Visitor Serving". Why did you choose "Commercial" when you had the option to designate this potential parkland as "Open Space-Resource Protection"? 4
No further expansion or development of Gillette Ranch should be permitted, and every protection of its many natural resources should be strictly adheared to.

5) That you adopt SEA-ESHA designations and that you apply these standards and designations to your many top priority habitats. 5
As the "Environmentally Sensitive City", your credibility is at stake when you fail to enthusiastically commit yourselves to the environment in this simple and obvious way.

We look forward to seeing these matters resolved in your upcoming documents.

Sincerely,

William P. Wells

William P. Wells, Chair
CPLV

POST OFFICE BOX 8335 • CALABASAS, CALIFORNIA 91372 - 8335

14.0 COALITION TO PRESERVE LAS VIRGENES

CPLV-1

The General Plan does not propose extension of roadway facilities to serve the proposed Ahmanson Ranch project in Ventura County. The Draft EIR does, however, analyze potential traffic impacts should the Ahmanson Ranch project use its existing access route through Gates Canyon or Crummer Canyon to support the planned development.

CPLV-2

The Micor property is designated Hillside Mountainous in the proposed General Plan land use diagram. This is roughly equivalent to its designation under the Los Angeles County General Plan prior to incorporation.

CPLV-3

The General Plan does not preclude implementation of the Mulholland Scenic Corridor, including special protection through adoption of an implementing ordinance. The performance standards incorporated into the General Plan are extensive and clearly define desired results. These performance standards are flexible only in that they recognize there may be more than one method of achieving those defined ends.

CPLV-4

This comment relates to the General Plan document, and does not raise any substantive issues related to the adequacy of the EIR. The proposed General Plan land use designation for this site is Public Facilities on the developed portion of the Gillette Ranch; the text of the General Plan states that the City's intent is that no expansion of the existing use of the site occur. The balance of the site is designated Open Space-Recreation on the proposed General Plan land use diagram. The Commercial-Limited Intensity (Visitor Serving) designation that was formerly proposed by the Calabasas General Plan reflected the existing local coastal plan designation for the site.

CPLV-5

As noted in response to comments of the State Department of Parks and Recreation and the Topanga-Las Virgenes Resource Conservation District, Los Angeles County's SEA designations were recognized in the preparation of the General Plan and the Draft EIR; however, since Los Angeles County no longer has jurisdiction within the City of Calabasas, there is no ongoing function of the SEAs. In reviewing the effectiveness of the SEA designation as part of the preparation of the General Plan land use diagram, it was noted that prior to incorporation, urban development had been permitted within designated SEAs. In addition, County SEA environmental protection policies were reviewed and found to be too general to be effective. Thus, the Calabasas General Plan contains detailed environmental

protection policies and performance standards, which are expected to provide a greater level of protection to environmental resources than would the SEA designation on the land use diagram.

15.0 MC CLINTOCK, WESTON, BENSHOOF, ROCHEFORT, RUBALCAVA, MAC CUISH

McCLINTOCK WESTON
BENSHOOF ROCHEFORT
RUBALCAVA MacCUISH
ATTORNEYS AT LAW

RECEIVED
JAN 31 1995
CITY OF CALABASAS

January 31, 1995

Via Facsimile and Hand Delivered
(818) 878-4215

City of Calabasas Planning Commission
City Hall, Council Chambers
26135 Mureau Road, Suite 201
Calabasas, California 91302-3172

Re: City of Calabasas Revised Draft Environmental Impact Report

Dear Members of the Planning Commission:

Ahmanson Land Company ("Ahmanson") has had an opportunity to review the revised draft Environmental Impact Report ("EIR"), dated November 1994, which was prepared for the proposed general plan for the City of Calabasas. The City of Calabasas has ostensibly prepared this revised version of the EIR in response to the comments it received on the March 1994 draft of the EIR (Draft EIR, p. I-5.). Even though Ahmanson submitted two letters to the Planning Commission, dated March 17, 1994 and May 11, 1994, which delineated its comments on the March 1994 draft EIR and draft general plan, in many instances, the City of Calabasas did not incorporate any changes to the EIR based on Ahmanson's comments. Ahmanson hereby submits its comments on the November 1994 EIR. 1

1. The City of Calabasas has already adopted the Los Angeles County General Plan, including the Circulation Element of the Los Angeles County General Plan. Consequently, the environmental review process for adopting the proposed general plan must include an analysis of the environmental impacts resulting from the change in the circulation element. The proposed general plan offers a radically different circulation element from the Los Angeles County General Plan, particularly with respect to the region's transportation network. The traffic and circulation impacts resulting from this change must be analyzed. For example, the circulation element of the Los Angeles County General Plan provides for east-west alternates to U.S. Highway 101. The 2

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circulation element of the proposed general plan eliminates these alternate routes and the impact of this change must be analyzed. In addition, the City of Calabasas must adopt all feasible measures to mitigate the significant impacts.

2. The project description and the analysis of environmental impacts in the EIR is inadequate because the project description fails to state and the EIR fails to analyze that one of the objectives of the project is to block the extension of all roadways crossing the northern boundary of the City of Calabasas into the County of Ventura. The City of Calabasas, under the guise of seeking to protect the character of its community, is truly seeking to limit the use of public roads in its jurisdiction to only those who live in the City of Calabasas. For example, the City of Calabasas is seeking to control access to the U.S. Highway 101. According to the City of Calabasas, no vehicle travelling from the areas north of the City of Calabasas should be permitted to use Las Virgenes Road or Thousand Oaks Boulevard to gain access U.S. Highway 101. The current proposal under the general plan to prohibit the extension of Las Virgenes Road and Thousand Oaks Boulevard is not only an attempt to frustrate the Ahmanson Ranch project, it is a land use mandate to build a wall on the northern perimeter of the City of Calabasas, regardless of the development built on the Ahmanson Ranch property. The general plan is supposed to be the constitution for all future development. Even if the Ahmanson Ranch project did not exist (which it does), the project description should explain that the City of Calabasas refuses to permit the extension of any roads beyond its northern borders. In addition, the EIR should analyze the impact of refusing to permit any regional traffic through the City of Calabasas and identify and adopt all mitigation measures which may lessen these impacts. 3

3. The EIR states: "The Calabasas General Plan includes provisions to incorporate regional issues and an understanding of the regional implications of local actions into the local planning process." (Draft EIR, p. II-17.) Furthermore, the comprehensive general plan study area purports to encompass "areas outside the current city limits and recognizes the interrelationships between the land use and other issues affecting the City of Calabasas and surrounding lands." (Draft EIR, pp. II-2 - II-3.) However, the Ahmanson Ranch project has been omitted from the "comprehensive" study area although it abuts the City of Calabasas and although the City of Calabasas certainly believes that the Ahmanson Ranch project is going to have an impact on the City of Calabasas. This omission taints the entire environmental analysis. 4

4. The EIR's analysis of the impacts to transportation and circulation is faulty for numerous reasons:

a. Thousand Oaks Boulevard and eight other streets are identified in the local roadway system for the City of Calabasas. (Draft EIR, p. IV-77.) However, the draft EIR fails to analyze the level of service on Thousand Oaks Boulevard even though the EIR analyzes all eight other roadways in the local roadway system. (Draft EIR, pp. IV-79 - IV-80.) Similarly, the Traffic Study attached as Exhibit B to the EIR does not analyze Thousand Oaks Boulevard. The failure to examine the traffic and circulation impacts to Thousand Oaks Boulevard not only constitutes a deficiency in the EIR, it completely undermines the proposed action for this roadway under the proposed general plan. 5

b. The traffic and circulation analysis in the EIR states that it analyzes the Ahmanson Ranch project. (Draft EIR, p. IV-99 - IV-101.) However, the total analysis consists of adding the expected traffic from the Ahmanson Ranch project to the level of traffic at 2010 buildout. The EIR for the Ahmanson Ranch project thoroughly examines the traffic and circulation impacts. (Section 4.14 of the EIR for the Ahmanson Ranch project.) Furthermore, the administrative record for Ventura County's approval of the Ahmanson Ranch project contains all of the numerous traffic studies upon which the EIR analysis was based. (Counsel for the City of Calabasas is in possession of the administrative record for the Ahmanson Ranch project.) All of these analyses must be incorporated into the EIR analysis for the circulation element of the proposed general plan. If the City of Calabasas proposes any changes in the circulation element which are inconsistent with the analyses in the Ahmanson Ranch EIR (which it does), the EIR must examine these changes. The draft EIR for the proposed general plan is deficient for having failed to conduct such an analysis. 6

c. Although the EIR purports to analyze the impacts of Ahmanson Ranch project, the EIR fails to analyze Thousand Oaks Boulevard, one of the access routes to the Ahmanson Ranch project. Again, the City of Calabasas intends to change the roadway designation for Thousand Oaks Boulevard -- four lanes under the Los Angeles County General Plan -- to that identified in the proposed general plan -- two lanes. This change must be examined and mitigation measures must be adopted. Furthermore, the City of Calabasas fails to acknowledge that, pursuant to an August 10, 1994 decision by the Los Angeles County Superior Court, the City of Calabasas is required to issue a permit to Ahmanson to widen Thousand Oaks Boulevard from two to four lanes. 7

d. The traffic and circulation analysis ignores the City of Calabasas' proposed plan to annex the Mountain View Estates area. The City of Calabasas is required to analyze the traffic and circulation impacts of this annexation because it will constitute a significant change in the planned roadway systems for the area. The Mountain View Estates area contains a continuation of Thousand Oaks Boulevard from the City of Calabasas and under the Los Angeles County General Plan, Thousand Oaks Boulevard is designated as a four land roadway which is intended to be used as an alternate to the U.S. Highway 101. Such an annexation might result in a significant impact because the City of Calabasas will oppose any extension of Thousand Oaks Boulevard as a regional roadway. In addition, as the City of Calabasas is fully aware, Ahmanson is in the process of obtaining an oak tree permit from the County of Los Angeles on the portion of Thousand Oaks Boulevard which is located in the Mountain View Estates area. All of these issues need to be considered in the EIR. 8

e. The City of Calabasas purports to analyze the alternate access route of Crummer Canyon Road. First, the City of Calabasas improperly assumes that it is entitled to block access through Las Virgenes Road and Thousand Oaks Boulevard because of an easement on Crummer Canyon Road. Second, the City of Calabasas ignores the environmental impacts of building Crummer Canyon Road, which were identified in the EIR prepared for the Ahmanson Ranch project. (Section 8.8.3 of the EIR for the Ahmanson Ranch project.) The City of Calabasas is under a duty to identify and adopt all feasible mitigation measures for these impacts. In addition, if the City of Calabasas intends to annex the Mountain View Estates area, it will likely oppose the construction of Crummer Canyon Road. All of the potential impacts from these decisions must be analyzed. 9

f. The traffic and circulation analysis fails to analyze the impact of the proposed general plan on the regional roadway network. The City of Calabasas does not analyze the impacts of blocking regional access to roadways located within its boundaries, particularly in light of the fact that these roadways are public streets and under the jurisdiction of the State of California. If the City of Calabasas intends for all non-Calabasas traffic to go around the City of Calabasas, these impacts must be analyzed. 10

g. The conclusion of the traffic and circulation analysis is that several intersections and roadways will operate at less than acceptable levels of service. The City of Calabasas refuses to impose any additional mitigation measures to achieve consistency between the land use and circulation elements of the general plan. Instead, the City of Calabasas is merely going to 11

change the level of service designation for these intersections and roadways. (Draft EIR, pp. IV-88 - IV-91.) In so doing, the City of Calabasas is violating its duty to create a circulation element which is correlated to the land use element. Cal. Gov't Code §§ 65300.5, 65302.

h. The EIR fails to consider the impacts resulting from a change in the Los Angeles County General Plan, which is the applicable general plan for the City of Calabasas, to the proposed draft general plan. These impacts must be analyzed because the project involves very dramatic changes in the circulation and transportation policies for the City of Calabasas. For example, under the Los Angeles County General Plan, the circulation element recognizes the region's need for alternate east-west routes (other than U.S. Highway 101). Indeed, the County of Los Angeles has designated Thousand Oaks Boulevard as a major roadway to satisfy that need. The City of Calabasas ignores that function for Thousand Oaks Boulevard and indeed, offers no solution to the need for additional east-west thoroughfares. 12

i. The draft EIR improperly analyzes traffic on U.S. Highway 101. The EIR improperly assumes that Highway 101 will have ten lanes. (Draft EIR, pp. IV-87, IV-91.) Caltrans has not "committed" to build a high occupancy vehicle ("HOV") lane. Moreover, the Metropolitan Transit Authority's 20-year plan does not include an HOV lane improvement. The City of Calabasas must analyze the impacts of its proposed general plan based on the roads that actually exist. Then, the City of Calabasas must recognize the significant impact it is creating and must propose and adopt all feasible mitigation measures for this impact. 13

5. The Alternatives analysis sets forth an alternative (Alternative 5) which purports to analyze the expansion of the roadway system to accept traffic from the Ahmanson Ranch project. (Draft EIR, pp. V-6, V-15 - V-16.) Although the alternative may correctly note that the significant traffic impacts would be eliminated under this alternative, it also states that the additional traffic from Ahmanson will result in traffic impacts. Either the alternative eliminates the traffic impacts or it does not. If the changes to the roadways are sufficient to accommodate the traffic from Ahmanson Ranch, then no traffic impacts should result. Furthermore, this alternative is based on the faulty assumption that the Ahmanson Ranch project will not exist if the City of Calabasas attempts to block access on Las Virgenes Road or Thousand Oaks Boulevard. The Ahmanson Ranch project has been approved by the County of Ventura and the impacts of the project must be analyzed. The traffic will go somewhere and other roadways will carry the traffic. Finally, the alternative does not take 14

into account the regional benefits from creating a roadway network for all of the people who use the public streets and not just the residents of Calabasas.

6. The EIR's analysis of cumulative impacts is deficient for the following reasons:

a. The cumulative impact analysis designates the Ventura Freeway Corridor Areawide Plan as the appropriate study area. (Draft EIR, p. X-2.) Although the Ventura Freeway Corridor may be a part of the area to be studied under the cumulative analysis, it is not all encompassing. Specifically, this study area ignores regions which border the City of Calabasas, namely, the County of Ventura and the Ahmanson Ranch project. The City of Calabasas even admits that it does not analyze the cumulative impacts of the Ahmanson Ranch project and notes that the impacts of the Ahmanson Ranch project are discussed in another section of the EIR. (Draft EIR, p. X-5.) However, as previously noted in this letter, the analysis of Ahmanson Ranch project is insufficient and it certainly cannot replace a substantive analysis of cumulative impacts and commensurate mitigation measures. 15

b. CEQA Guideline 15130 requires that the cumulative impact analysis include a list of projects with cumulative impacts or "[a] summary of projections contained in an adopted general plan or related planning document which is designed to evaluate regional or areawide conditions." The Ventura Freeway Corridor Areawide Plan is not "an adopted general plan or related planning document" and the cumulative impact analysis is consequently defective. 16

c. CEQA Guideline 15130 also requires that the cumulative impact analysis include "[a] summary of the expected environmental effects to be produced by those projects with specific reference to additional information stating where the information is available." Although the draft EIR lists 17 significant impacts (15 of which may be mitigated), the cumulative impact analysis does not summarize these effects or identify where additional information might be obtained. (Draft EIR, p. X-7.) 17

d. CEQA Guideline 15130 further requires an analysis of mitigation measures for the significant impacts. Although the cumulative impact analysis broadly discusses possible mitigation measures, it fails to link the mitigation measures to the significant impacts and fails to identify the mitigation measures with any specificity. (Draft EIR, p. X-5.) Moreover, these vague mitigation measures do not appear to be incorporated into the general plan as is required under revised Section 18

21081.6(b) of the California Public Resources Code, nor is it clear who is responsible for implementing the measures. For all of these reasons, the cumulative impact analysis is inadequate.

7. The City of Calabasas' attempted use of land use measures to block Ahmanson's access to its property constitutes an unconstitutional taking of property. 19

Thank you for the opportunity to raise these issues. If you should have any questions, please do not hesitate to call.

Very truly yours,

Nicki Carlsen
McCLINTOCK, WESTON, BENSHOOF,
ROCHEFORT, RUBALCAVA & MacCUISH

NC/lkl

McCLINTOCK | WESTON
BENSHOOF | ROCHEFORT
RUBALCAVA | MacCUISH

ATTORNEYS AT LAW



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City of Calabasas Planning Commission
City Hall, Council Chambers
26135 Mureau Road, Suite 201
Calabasas, California 91302-3172

Re: City of Calabasas Revised General Plan

Dear Members of the Planning Commission:

Ahmanson Land Company ("Ahmanson") has reviewed the revised general plan for the City of Calabasas, specifically, the Agenda for the 21st Century (Jan. 1994) and the Addendum (Oct. 1994). Ahmanson submits the following comments for the consideration of the Planning Commission.

1. All elements of the general plan are required to have equal legal status. However, the general plan states: "The preservation of open space lands within the Calabasas General Plan study area is, along with the protection of significant environmental features, the highest priority of the General Plan." (GP, p. II-3.) Ranking the open space element with a higher priority level than the other elements violates this mandate. 20

2. Every general plan is required to have an open space element which is a local open space plan for the jurisdiction. Cal. Gov't Code § 65560 et seq. The local open space plan must include an inventory of the open space areas and "an action program consisting of specific programs" to implement the local open space plan. Cal. Gov't Code §§ 65563, 65564. The general plan objective for the open space element states: 21

> A citywide system consisting of approximately 3,000 acres of protected natural open space whose location and size represents an extensive network of protected areas with a high degree of visual and physical continuity, and a systematic order of purpose.

(GP, p. II-3.)

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Under the draft general plan issued in January 1994, the City of Calabasas had designated a significant portion of the study area as "open space -- resource protection." These areas were so designated because they presumably represented open space areas which were to be protected for significant environmental resources, public health and safety, or public recreation. (GP, p. II-3 - II-4.) In the Land Use Plan map which accompanied the Addendum, a majority of the lands previously designated as "open space -- resource protection" were changed to "hillside mountainous" and the maximum land use intensity has dropped from one dwelling unit per 160 acres to one dwelling unit per 10 acres. However, the open space objective and policies remain the same. 22

The City of Calabasas is required to set forth a specific action program to determine how it intends to achieve its open space objectives when it has redesignated a majority of the open space areas to uses which are not compatible with open space. (The original draft EIR stated that 4,113 acres within the City would remain open, while the revised draft EIR states that 3,152 acres will remain open. However, more than 1,000 acres within the City were changed from "open space -- resource protection" to "hillside mountainous.") In addition, the City of Calabasas must demonstrate that its new open space element complies with the requirements of the California Government Code, an already doubtful conclusion given the fact that the "plan" did not change despite the complete overhaul given to the land use map. Finally, if the City of Calabasas still intends to use the hillside mountainous lands to satisfy the open space element, such planning must be set forth in the local open space plan. 23 24

3. The solid waste management discussion in the general plan does not even mention the proposed siting element for the County Integrated Waste Management Plan, nor does it discuss the household hazardous waste element or the non-disposal facility element required for the City of Calabasas. These issues may affect the land use element of the general plan. The failure to discuss these issues certainly compromises the integrity of the general plan. Moreover, the solid waste management objective is phrased in terms of goals for 1995 and 2000. It is 1995. Perhaps the discussion should be updated to include an analysis of whether the 1995 goals were achieved. 25

4. The land use element of a general plan is required to be consistent with its circulation element. The City of Calabasas flaunts this statutory requirement: "Construction of every roadway needed to move automobiles at ideal levels of service to support the intensity of future development desired by property owners would result in an irretrievable loss of significant environmental features and community character." (GP, p. V-5.) 26

The general plan also advises that several roads will not be widened, not because it is technologically infeasible, but because the City of Calabasas does not want to these streets to function in that capacity. (GP, pp. V-7 - V-8.) However, the statutes require consistency between land use and circulation -- no exceptions. 27

5. The general plan for the City of Calabasas virtually ignores the region's transportation needs. Specifically, the City of Calabasas prohibits any roadway connection between the City and the County of Ventura through Las Virgenes Road or through Thousand Oaks Boulevard. Furthermore, the general plan proposes that the land including Crummer Canyon Road be designated as open space resource protection. The general plan cannot force all traffic to go around the City of Calabasas. Such planning is irresponsible and is not permitted under the law. 28

Very truly yours,

Nicki Carlsen
McCLINTOCK, WESTON, BENSHOOF,
ROCHEFORT, RUBALCAVA & MacCUISH

NC/lkl

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MWB-1

In preparing the recirculated Draft EIR, the City of Calabasas reviewed Ahmanson Ranch's previous comment letter, and revised the Draft EIR as it determined to be appropriate.

MWB-2

By analyzing the area circulation system as proposed in the General Plan, the EIR does, in fact, analyze impacts related to changes from the Los Angeles County General Plan. It is important to note, however, that CEQA requires environmental analyses to address changes to the environmental that would occur from ***existing*** conditions to those that would occur if the proposed project were to be implemented, ***not*** the differences between present and proposed plans. As such, the traffic analysis prepared as part of the General Plan EIR adequately addresses the impacts of planned land use within the General Plan study area on the area roadway system as it is proposed in the General Plan.

The "alternative routes" to the Ventura Freeway which are proposed in the County's General Plan include Thousand Oaks Boulevard, and extension of Calabasas Road to connect to Agoura Road, and Mureau Road east of Las Virgenes Road. None of these routes present a feasible alternative to the Ventura Freeway.

The fact remains that the Los Angeles County General Plan is internally inconsistent in its treatment of Thousand Oaks Boulevard. At least one of the governing County General Plan documents for Thousand Oaks Boulevard does not designate Thousand Oaks Boulevard for other than a two lane status, consistent with Calabasas' policy direction of maintaining this route as a local street.

There is a currently gap along Thousand Oaks Boulevard within the City of Agoura Hills, immediately to the west of Calabasas. The City of Agoura Hills has adamantly opposed connecting that roadway as a through route, and has effectively prevented its use as a through ciruclation route. In addition, a portion of Thousand Oaks Boulevard runs through the Santa Monica Mountains National Park. National Park Service officials have stated that this roadway would not be permitted to be constructed through the National Park. Finally, in a recent development approval (Malibu Terrace), Los Angeles County deleted all requirements for dedication or construction of Thousand Oaks Boulevard through that property, which is located on the west side of Las Virgenes Road. In so doing, the Board of Supervisors has expressed its clear intent ***not*** to develop Thousand Oaks Boulevard as a regional arterial west of Las Virgenes Road with the Calabasas-Agoura Hills area. In its malibu Terrace decision, County decisionmakers have clearly articulated a position that complies with the goals of the cities of Agoura Hills and Calabasas to retain Thousand Oaks Boulevard as a neighborhood asset.

As a result of these actions, it is inconceivable that Thousand Oaks Boulevard could be constructed and used as a through route alternative to the Ventura Freeway, regardless of Calabasas' policies regarding that route.

The Calabasas Road extension through to Agoura Road would run through significant biotic habitat, as well as areas of known slope instability. In preparing the General Plan and its EIR, the City has concluded that the environmental consequences of that route outweigh the traffic benefits that might accrue from its construction.

Mureau Road runs between a riparian corridor and steep hills, is steep, and has limited vertical and horizontal site distances in many areas. Widening of this roadway to four lanes would require straightening the roadway, as well as significant grading to improve site distances. This would result in significant biological and hillside impacts.

In recognition of the need for a through alternative to the freeway, the Calabasas General Plan proposes widening Calabasas Road west of Parkway Calabasas to four lanes up to approximately its present terminus, where a new four lane bridge would be constructed to connect to the present four lane section of Mureau Road to the west. This, along with widening Las Virgenes Road as proposed in the General Plan and opening the currently closed section of Agoura Road between Calabasas and Agoura Hills would provide a freeway alternative route.

MWB-3

The General Plan EIR analyzes the proposed circulation system contained in the General Plan, and therefore analyzes the effects of not having Ahmanson Ranch traffic accessing the freeway via Thousand Oaks Boulevard or Las Virgenes Road north of Mureau Road. The Draft EIR ***does*** address the impacts of Ahmanson Ranch traffic accessing the Ventura Freeway via Crummer Canyon and Las Virgenes Road south of Mureau Road. Thus, neither the General Plan nor the EIR are intended to frustrate the Ahmanson Ranch project by prohibiting access to the Ventura Freeway. As a matter of public record, Ahmanson Ranch owns two 1,000 foot wide "floating" easements, running through Crummer Canyon and Gates Canyon on either side of Mountain View Estates, for access purposes. These easements were reserved by ahmanson, the former owner of the Mountain View Estates property, when the property was sold. Thus, Ahmanson's access to Mureau Road and to the Ventura Freeway can no be frustrated by the City of Calabasas. It is the City's conclusion that the access alternative proposed in the General Plan will have the least impact on adjacent residential neighborhoods, and that access can be designed so as to minimize impacts on biotic resources.

Further, the General Plan does ***not*** seek to control access to the freeway, but does direct such access away from routes which are now essentially local residential streets. Calabasas agrees that the General Plan is a "constitution for development," but also acknowledges that existing residents and residential neighborhoods have the right to not be swamped by traffic generated in new developments, and not to have

their local streets turned into through arterial highways with traffic volumes far in excess of that which is conducive to the adjacent residential use.

Currently, the City of Calabasas is impacted by substantial "Z" traffic and through traffic generated in the residential areas of Ventura County. The General Plan seeks to balance the need to manage this traffic and improve traffic flow through the community against the loss of environmental resources and neighborhood impacts that would result from the roadbuilding program that would be necessary to continue accepting increased through traffic volumes. To this end, the General Plan proposes increasing the carrying capacity of the Lost Hills freeway interchange, and proposes construction of a through alternative to the freeway using Mureau Road and Calabasas Road in the area between Las Virgenes Road and Parkway Calabasas.

MWB-4

Traffic from the Ahmanson Ranch was, in fact, analyzed as part of the project traffic study. As noted above, in the absence of roadway connections on Las Virgenes Road and Thousand Oaks Boulevard, Ahmanson Ranch traffic was presumed to gain access to the Ventura Freeway via Crummer Canyon and Mureau Road. It is also important to note that incorporation of regional issues into the Calabasas General Plan entails a recognition of those needs ***and*** a balancing of regional needs against local concerns. The Calabasas General Plan and the General Plan EIR recognize that growth will occur in Ventura County, and that through traffic volumes will increase as the result of that development. The City of Calabasas does not, however, propose destroying local environmental resources and disrupting existing residential neighborhoods so that other communities can continue growth policies which ignore the environmental and neighborhood impacts that result from increasing through traffic in the Calabasas area.

MWB-5

The General Plan proposes that Thousand Oaks Boulevard be retained in the long-term as a local residential collector street, which is its current function. Because it would be retained as a local residential collector street with limited traffic volumes, specific quantified analysis of that route was deemed not to be necessary.

MWB-6

Whether the Ahmanson Ranch EIR traffic study "thoroughly examines" that project's traffic impacts is a matter of debate; the City of Calabasas does not concur that it does. By analyzing the routing of Ahmanson Ranch traffic to the freeway via Crummer Canyon, the General Plan EIR does, in fact, analyze changes in the area circulation system from that which was assumed for the Ahmanson Ranch project.

MWB-7

See response to comments MWB-2, MWB-3, MWB-4, and MWB-6.

MWB-8

The comment is incorrect. The traffic and circulation analysis prepared for the General Plan does include traffic from the Mountain View Estates, as it does traffic from existing and future development within the City and its General Plan study area and Ahmanson Ranch. Thus, whether Mountain View Estates is annexed or not is irrelevant to the traffic analysis.

MWB-9

In the absence of available access via Las Virgenes Road or Thousand Oaks Boulevard, use of the Crummer Canyon route for Ahmanson Ranch traffic would be a reasonable expectation. The City acknowledges the reasons that Crummer Canyon was not originally proposed for accessing Ahmanson Ranch. In addition, Figure IV-5 of the EIR acknowledges that Crummer Canyon functions as a wildlife habitat linkage. These considerations will be taken into account by the Planning Commission and City Council in their deliberations on this General Plan.

MWB-10

By analyzing the circulation system that is proposed in the General Plan, the EIR does in fact analyze impacts of the General Plan on the regional roadway system.

MWB-11

The comment is misleading. The General Plan does, in fact, place mitigation measures on roadways throughout the study area. As an example, the General Plan proposes increasing the roadway capacity of the Lost Hills freeway interchange, which will improve traffic flow for regional "Z" traffic. In addition, the General Plan proposes widening of Calabasas Road west of Parkway Calabasas and connection of that roadway via a new bridge to Mureau Road. The City recognizes the substantial environmental destruction that would result from roadway widening within the Santa Monica Mountains, and attempts to strike a balance between the need for additional roadway carrying capacity and the need to protect sensitive environmental resources. The General Plan traffic study addresses the impacts of planning land use on the planned roadway system, and the General Plan accepts traffic congestion in some areas as the "price" of protecting environmental and historical resources, as well as the quality of life within existing neighborhoods. The result is that the circulation element is not only correlated with the land use element, but also with the General Plan's open space and conservation elements. It is important to keep in mind that State law requires consistency between ***all*** elements of the General Plan, not just land use and circulation. In addition, State law does not require that a single roadway performance standard be applied to roadways within a jurisdiction, and that roadways be built or widened to meet that single standard regardless of the environmental consequences of such roadway construction.

MWB-12

By its very nature, when the EIR addresses the impacts of the proposed General Plan, it addresses changes from the pre-existing Los Angeles County General Plan. CEQA requires that EIRs address differences between existing physical conditions and the proposed project (i.e. General Plan), not between previously approved and newly proposed plans.

MWB-13

The traffic analysis presents a worst case analysis based on General Plan buildout, and assumes that widening of the freeway will occur in the long-term based on discussions with Caltrans. Discussion with Caltrans conducted by the City's traffic consultant indicated that it would be appropriate to assume freeway widening within the next 15 years.

MWB-14

The alternative would eliminate significant ***traffic*** impacts, but would create new significant and adverse biological resource, hillside, geologic, and neighborhood land use compatibility impacts as the result of expanded road building. The EIR does not assume that Ahmanson Ranch will not exist if the ahmanson Ranch traffic does not utilize Las Virgenes Road or Thousand Oaks Boulevard.

MWB-15

As noted in response to previous comments, Ahmanson Ranch traffic has, in fact been analyzed. Other Ventura County traffic impacts, as well as impacts from traffic generated within the City of Los Angeles was accounted for the project traffic analysis in the form of through traffic. Additional analysis is not required.

MWB-16

Section 15130 requires that ***either*** the list identified in the comment ***or*** a "summary of projections contained in adopted general plan of related planning document" be provided "to evaluate regional or areawide conditions." The EIR analysis meets the second criteria.

MWB-17

The cumulative impacts section of the Draft EIR does, in fact, provide a summary of expected cumulative environmental effects. These are summarized in the table cited in the comment. Additional information is not required.

MWB-18

The measures to which the EIRs cumulative impact analysis refers are the provisions of the General Plans of the jurisdictions within the area being analyzed for cumulative impacts and the mitigation measures contained in the General Plan

Draft EIR. The impacts of these General Plan provisions have previously been analyzed in the EIRs that were prepared for those projects. The impacts of the mitigation measures contained in those documents is inherent in the discussion of the impacts of the projections contained in the Draft EIR.

MWB-19

This comment pertains to the General Plan document, and represents a legal conclusion on the part of the commenter to which the City of Calabasas does not concur.

MWB-20

This comment refers to the General Plan document, and does not raise any substantive environmental issues. The General Plan does ***not*** give unequal status to individual elements, but does state that open space is the highest priority ofthe City. Under State General Plan law, "open space" issues are required to be discussed in the land use, open space, conservation, and safety elements. To a lesser degree, open space issues also affect the noise and circulation elements. The General Plan priority is intended to give priority to the preservation of open space as it affects all elements and components of the General Plan. To clarify the commenter's misunderstanding, the General Plan Approach on Page II-3 would more appropriately read:

> "The preservation of remaining open space lands within the Calabasas General Plan study area is, along with protection of significant environmental features, the highest priority of the City. The remaining open space in the General Plan study area is a key component of the City's character. 'Open space' within Calabasas fulfills the following four general purposes...."

MWB-21

This comment refers to the General Plan document, and does not raise any substantive environmental issues. The General Plan does in fact have an inventory of existing open space lands as part of the Community Profile. The action plan for protection of open space resources in contained in Chapter VIII, General Plan Implementation Programs.

MWB-22

The comment refers to the General Plan land use diagram as originally recommended by the City's General Plan Advisory Committee (GPAC) which designated most lands which were not already committed to development or long-term open space as "Open Space-Resource Protection," permitting no more than one dwelling unit per existing parcel of one dwelling unit per 160 acres whichever was greater. In their review of the GPAC's recommendation, the Planning Commission believed that the GPAC's recommendation went beyond the criteria established in the text of the General Plan related to open space preservation, and that the blanket designation of private properties as open space was inappropriate. They further concluded that the General Plan's goals, policies, and performance standards established sufficient criteria for open space preservation, and that they would be sufficient to meet State General Plan requirements for open space elements.

MWB-23

This comment refers to the General Plan document, and does not raise any substantive environmental issues. The General Plan does in fact have an inventory of existing open space lands as part of the Community Profile. The action plan for protection of open space resources in contained in Chapter VIII, General Plan Implementation Programs.

MWB-24

The "plan" consists of the ***entire*** General Plan document, not just the land use diagram. The goals, policies, and performance standards of the General Plan represent and concrete and adequate program to ensure the appropriate protection of open space resources within the community.

MWB-25

This comment refers to the General Plan document, and does not raise any substantive environmental issues. The plans referred to in the comment have been adopted by the City of Calabasas separately from the General Plan. Additional incorporation into the General Plan document is not necessary. The Los Angeles County Hazardous Waste management Plan, including its siting criteria are incorporated by reference into Table VIII-3, Maximum Acceptable Development Impacts of Individual Development Projects.

MWB-26

This comment refers to the General Plan document, and does not raise any substantive environmental issues. The Calabasas General Plan recognizes the substantial environmental destruction that would result from rampant roadway widening within the Santa Monica Mountains, and attempts to strike a balance between the need for additional roadway carrying capacity and the need to protect sensitive environmental resources. The General Plan traffic study addresses the

impacts of planning land use on the planned roadway system, and accepts traffic congestion in some areas as the "price" of protecting environmental and historical resources, as well as the quality of life within existing neighborhoods. As such, the General Plan achieves consistency between the land use, circulation, ***and*** environmental protection elements of the plan.

MWB-27

State law requires consistency between ***all*** elements of the General Plan, not just between land use and circulation. In achieving General Plan consistency, State law does ***not*** require that the circulation element flaunt the open space and conservation elements, nor does the law encourage actions that would result in the destruction of environmental resources in pursuit of a single roadway performance objective for all roadways within the community. As noted in the Draft EIR and in these responses to comments, significant constraints exist along the routes which would be needed to achieve optimum levels of service on area roadways. These routes are problematic in that they:

- pass adjacent to or through significant biological habitat areas whose destruction would be required for roadway widening in violation of applicable environmental protection policies;

- have substantial geologic and slope constraints which make widening impractical or impossible;

- follow a winding path through rural residential areas such that widening would require substantial dislocation of residents or loss of rural character inconsistent with City and County General Plan policies; or

- would require extension through lands under the jurisdiction of other agencies who oppose such routes and either have or could effectively block such extensions.

The General Plan recognizes that competing objectives are inherent in managing a community, specifically acknowledges the competing objectives of good roadway performance and protection of sensitive environmental resources, and provides an appropriate balance between these competing objectives.

MWB-28

As noted in the General Plan and the General Plan EIR, the City of Calabasas has already accepted a significant amount of through traffic in the form of "Z" traffic, not only on the Ventura Freeway, but also on its local streets, to the detriment of the area's natural environment and its residential neighborhoods. Continued and unrestricted roadbuilding to accommodate even more of this traffic would result in even greater impacts to the community and its environmental resources. The General Plan does propose physical improvements which would result in acceptance of greater amounts of regional through traffic (Mureau bridge relocation and improvements to the Lost Hills interchange), but need not and does not accept the

massive environmental destruction and impacts on existing residential neighborhoods that would result from continued, unmitigated increases in traffic generated outside of the community. As noted in the General Plan EIR, roadway expansion would itself cause significant adverse impacts for which no mitigation is available. To simply accept unmitigated destruction of sensitive environmental resources and disruption of existing residential neighborhoods in the interest of building roadways to support increased regional through traffic would be even more irresponsible than the roadbuilding program necessary to accept such increased traffic.

The comment refers to the land along Crummer Canyon Road as being designated Open Space-Resource Protection. This designation acknowledges the preservation of that area as open space as part of the Mountain View Estates development. In addition, the Draft EIR specifically addresses the impacts of the potential use of that canyon for Ahmanson Ranch traffic.

16.0 ROGER VAN WERT

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January 30, 1995

Planning Commission
City of Calabasas
26135 Mureau Road
Calabasas, California 91302

Re: **Comments on the Revised General Plan Document and Draft Environmental Impact Report**

Commission Members:

I represent Mr. William Miller and the owners of an approximately 160 acre property (the "Property") located south of Mulholland Highway adjacent to the existing Mulwood community. The purpose of this letter is to support a prior staff recommendation that the Rural Residential Category permit a broader density range and to support the changes that have been made by the Commission in the preliminary Plan.

At the December 1, 1994 hearing the staff made a recommendation that the Rural Residential Category be broadened to encompass densities up to 2 units per acre. We support this recommendation.

The incorporation of a Hillside-Mountainous District responded to the need for a category to control the use of private property within steeply sloped areas however there remains a gap between the rural categories and the urban land use designations which needs to be addressed. There is no category that bridges the transition density between the distinctly urban density of the Residential-Single Family District, which permits up to 6 units per acre, and the Rural Residential District which allows a maximum of one unit per two acres. Therefore, the Rural Residential District description needs to be revised to permit a range of land uses that fills the gap between the existing category and the urban land designations. The Staff has suggested that the density range within Rural Residential District be expanded to permit up to two units per acre. This revision would address density gap that exists within the current land use policy framework.

The Draft General Plan (the "Plan") designates a portion of the Property within this "Rural Residential" District. The performance and design criteria within the Plan, specifically the Hillside Management policies would protect resources as well as the character of the community while the staff recommended revision would encompass a range of land use intensities that recognize the different physical environments that exist across the Property.

If the Rural Residential District is not modified to address the range of development suitability conditions that exist on the Property, then it would be necessary to designate a portion of the Property, with moderate terrain abutting the a Mulwood tract, as an R-SF District (Residential-Single Family)(Refer to previous submittal for a map exhibit). The R-SF designation is consistent with the urban character of this portion of the site and would represent an incremental and logical extension of currently developed Mulwood tract development. This area contains slopes averaging less than 25% with limited resource values. Access to this area would be from the existing street system in the developed area. This area is hidden from view from Mulholland Highway by an intervening ridge.

COMMENTS ON DEIR

The Draft EIR should be revised in address the above described changes to the Rural Residential classification. The capacity calculations should be reviewed to insure consistency with the land use map policy. The Draft EIR projects a maximum future buildout, within the City limits, from future development approvals at 968 residential units. This cumulative analysis should be reviewed and revised as necessary to address the scope of revisions to the Plan Land Use Districts. 1

If the Commission requires any additional information please call. We appreciate your efforts develop a integrated and comprehensive General Plan for the community.

Very truly yours,

ROGER K. VAN WERT
Governmental Specialist

16.0 ROGER VAN WERT

RVW-1

Increasing the maximum development intensify of the Rural Residential land use designation up to two dwelling units per acre would increase the ***maximum*** buildout of the General Plan study area by 570 dwelling units (441 dwelling units within the present city limits). This increase would incrementally increase traffic generation, demand for public services, and water and energy consumption within the City and its General Plan study area. However, because the increased intensity of development which might occur as the result of such an increase would not be permitted to exceed the threshold levels contained in the General Plan's maximum accept development impacts table, significant impacts beyond those already identified in the General Plan EIR would not result from increasing the maximum allowable density of the Rural Residential land use designation.

17.0 COHEN, ALEXANDER, & CLAYTON

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January 31, 1995 **SENT VIA FAX AND BY MAIL**

Steven Harris
Director of Planning and
Community Development
City of Calabasas
26135 Mureau Road
Calabasas, CA 91302

Re: Draft Environmental Impact Report Comments

Dear Mr. Harris:

This office represents the interests of Oberman, Tivoli and Miller, Ltd. with regard to their interest in the existing MICOR Development Agreement entitlements affecting over 960 acres of land within the City. We have reviewed the November 18, 1994, Draft Environmental Impact Report and comment to ensure that the Development Agreement can be deemed to be consistent with the later adopted General Plan and also to respond to comments you have received relative to MICOR during this process.

Contrary to the oral declarations of some at recent public hearings, the MICOR Development Agreement is very much still "alive," vested and able to bring substantial benefit to the City, especially the contemplated dedication of over 600 acres of open space. 1

We vociferously reject the false assertion by some that recent litigation has terminated entitlements: The entire matter is on appeal as of this writing, awaiting a Court of Appeals decision. Adoption of a consistent General Plan will only ensure the City's position relative to the Development Agreement and hopefully prevent needless future litigation over the City's intentions. 1

Specific Comments to D.E.I.R.

Page 11-7, Table II-1 - Maximum Acceptable Impacts

Section entitled Preservation of Open Space.

Will the City be able to achieve its stated goal of 3,000 acres of protected natural open space with the currently proposed General Plan designations? We ask that 3,000 acres be clearly shown explicitly excepting the MICOR site, whose significant open space capabilities will then be in excess of the 3,000 acres thereby enabling the City to exceed its goals. 2

Section entitled Hillside Management.

This section provides that any project not in compliance with hillside grading performance standards will have an unacceptable impact and will be inconsistent with the General Plan. We have requested copies of any and all "HM" standards (see Exhibit "A") but they have not been forthcoming as yet. We must therefore reserve the right to comment on this item should that be necessary. 3

Section entitled Biotic Resources.

The chart indicates that any net loss of habitat value will be an unacceptable development impact. Specifically, construction of flood control works, debris basins or detention facilities in a wetlands area or a blue line stream area is unacceptable and will be inconsistent with the General Plan. 4

Page 11-15, Table 11-2: We simply wish to confirm for purposes of clarity and consistency that MICOR has been considered within the "Existing and Committed Units" section depicting 7391.58 acres as "HM" and that MICOR's acreage is not still included in the previous OS-RP designation. The same request for clarification is made with respect to Table II-3. 5

Page 111-5, Table Section entitled Housing/Impact.

For clarity and consistency sake, we wish to confirm the 1372 figure includes the MICOR entitlements. This same figure is used on IV-54 as the figure for approved residential units within City limits. 6

Page IV-63: The figure of 1,582 is used for previously approved housing within the City rather than 1,372 as noted above. Please explain or correct. 7

Table IV-31, 32, 33 and 34: The figure of 1,221 is used for approved development of single family residential rather than 1,372. Please explain. We hope that all charts have been reviewed for this consistency if MICOR'S 960-plus acres are being redesignated. 8

Page IV-52: We offer only that the chart should reflect MICOR lands as "HM" not as OS dedicated or uncommitted if that is the final determination of the Planning Commission and Council. 9

Page V-7 through V-16, Section entitled Evaluation of Alternatives.

> The GPAC recommended redesignation of "HM" for all MICOR acreage (including that previously designated "R-SF" and "OS-RP") attempts to address our previously stated concerns that the General Plan should allow for flexibility for any potential redesign or restudy of the approved 250 dwelling unit project and should not limit the development area to that previously entitled "R-SF."[1] With the proposed "HM" designation and setting aside any entitlement issues, the entire property could be developed, but with a minimum - maximum unit intensity at 23-93 dwelling units, a number considerably below the 250 approved. This "HM" designation would appear to indicate a Planning Commission intent to preclude any and all potential redesign or restudy of the MICOR entitlements disincentivizing restudy attempts by future developers aimed at increasing environmental sensitivity while possibly decreasing unit count instead blindly requiring any future development to be exactly 250. We would ask for clarification that any future proposals for modifications between 93 and 250 dwelling units would not automatically render the project inconsistent with the General Plan. 10

We do thankfully note that the General Plan itself at Page III-6 and III-7 indicates existing Development Agreements are to be honored and to supersede subsequently adopted inconsistencies in the General Plan. 11

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[1] We note, however, that the General Plan at Page 111-10, as of 1/31/94, now provides: "Lands that have been set aside as open space as environmental mitigation for a development project are presumed to have given up any development rights that may have existed." This should be corrected as it is not a correct statement of the applicable law nor of the rights of a foreclosing creditor. 12

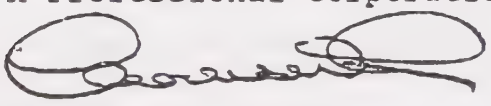
The "HM" designation here in conjunction with the Footnote 2 on the January 31, 1994 General Plan (see FNI above) causes our client concern over the City's intentions and support and increases the potential for future litigation involving the project relative to its consistency with the General Plan should minor modifications or modifications aimed at enhancing habitat while reducing infrastructure be desired. 13

We are concerned about a General Plan requirement that LOS "C" be achieved when all intersections near the MICOR project now operate at "C", "D" or "F" without project impacts. According to the Appendix by LSA Associates. Strictly read, this requirement in the General Plan would mean that any modification, however minor to the Development Agreement, would trigger a requirement for consistency with the General Plan - which requirement could never be met considering existing levels of service. 14

This concludes our comments on the D.E.I.R. and we look forward to clarification of the above issues.

Very truly yours,

COHEN, ALEXANDER & CLAYTON
A Professional Corporation



Charles W. Cohen

CWC:ly

17.0 COHEN, ALEXANDER, & CLAYTON

CAC-1

This comment raises no substantial environmental issues, and is hereby acknowledged. As noted by the commenter, the validity of the Micor approval and its accompanying development agreement is a matter of current litigation. Policy A.9 of the proposed General Plan specifies that the City will recognize and honor executed development agreements which pre-date adoption of the Calabasas General Plan.

CAC-2

This comment refers to a table in the Project Description which outlines General Plan policies regarding the maximum acceptable impacts from individual development projects. The 3,000 acre objective for preservation of natural open space is an achievable figure. This conclusion is based on a review of existing environmental resources within the City of Calabasas. It would not be appropriate to exclude the Micor site since this is intended to be a ***citywide*** objective.

CAC-3

This comment raises no substantial environmental issues, and is hereby acknowledged. The requested information has been made available to the commenter.

CAC-4

This comment restates General Plan policy, and raises no substantial environmental issues. The comment is hereby acknowledged.

CAC-5

The "Micor project" was not included as an "Existing and Committed Project" in the recirculated Draft EIR project description due to ongoing litigation regarding the validity of the original approvals. The project is, however, analyzed as part of the GPAC alternative.

CAC-6

See response to comment CAC-5, above.

CAC-7

The correct figure is 1,372 dwelling units within existing approvals within the City.

CAC-8

The 1,221 figure is for single family dwellings within approved development projects inside of the City. The 1,372 figure refers to the total number of dwelling units within approved development projects inside of the City.

CAC-9

The table on Page IV-52 does not identify lands within specified land use designations. The property is question is identified in this table as "uncommitted open space," meaning that it is currently in opens space use, and is available for future development.

CAC-10

This comment addresses the General Plan land use designation of the commenter's property, and raises no substantive environmental issues. It was in fact, the General Plan Advisory Committee (GPAC) who had recommended, prior to court rulings on the Micor project, that the property in question be designated on the General Plan land use diagram as Residential Single Family and Open Space - Resource Protection. It was the GPAC's intent to recognize the then approved development agreement. The original GPAC recommendation did not, as the commenter states, require that future development of the site be exactly 250 dwellings, but would have required that the project be developed within the development footprint established by the approved tract and development agreement. It is the Planning Commission who, after reviewing the GPAC's recommendation, decided to recommend to the City Council that the site be designated Hillside Mountainous on the General Plan land use diagram, thus permitting between 23 and 93 dwelling units.

CAC-11

This comment restates General Plan policy, and raises no substantial environmental issues. The comment is hereby acknowledged.

CAC-12

The policy to which this comment refers is intended to clarify whether any development rights exist on lands which have been identified as open space within approved development projects. The proposed General Plan states that there are no development rights that accrue to designated open space within an approved development project except those that may have been expressly enumerated as part of the approval. The manner in which a party may acquire a property does not alter the requirements of a previously approved development project.

CAC-13

This comment discussed proposed General Plan policy, and raises no substantial environmental issues. The comment is hereby acknowledged, and will be

considered by the Planning Commission and City Council in their deliberations regarding the General Plan document.

CAC-14

The level of service objectives for Las Virgenes (LOS E north of Agoura Road, LOS C between Agoura and Los Hills roads, and LOS F south of Lost Hills Road) is consistent with the results of buildout of the General Plan land use diagram and planned circulation system. If the development agreement for the Micor project is, in fact, a valid approval, and if a modification to that agreement were subsequently sought, this balance between land use and circulation would need to be maintained. Presuming that the total number of dwelling units were not increased, this should not be a burdensome requirement.

18.0 SAVE OPEN SPACE (FRANK ANGEL)

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January 31, 1995

VIA TELECOPIER (818) 878-4215 and U.S. MAIL

Mr. Steven K. Harris
Director of Community Development
City of Calabasas
26135 Mureau Road
Calabasas, California 91302

Re: Calabasas General Plan Draft EIR, State Clearinghouse No. 9310103

Dear Mr. Harris:

This letter is submitted on behalf of Save Open Space Santa Monica Mountains (SOSSMM) and Siegfried Othmer, a member of SOSSMM's Board of Directors. This letter comments on the City of Calabasas' revised Draft Environmental Impact Report ("revised DEIR") (dated November 1994), and follows up on our comment letter of May 31, 1994, on the City's previous Draft EIR ("DEIR") (dated March, 1994). Our May 31, 1994 letter is incorporated herein by reference. 1

As explained in our May 31, 1994 letter, SOSSMM is a California nonprofit public benefit corporation, committed to the protection of natural resources and open space in the Santa Monica Mountains, and the fulfillment of the legislative policies of the Santa Monica Mountains Parks and Recreation Act of 1978 (see 16 U.S.C. § 460kk, subd. (a)), and the Santa Monica Mountains Zone (see Pub. Resources Code, §§ 33001-33009). SOSSMM has several hundred members, many of whom own property or reside in the City of Calabasas ("City") or within the boundaries of the City's General Plan study area.

In our earlier letter, we cited numerous deficiencies in the City's first DEIR. While some of the analyses and discussion are expanded and improved in the revised DEIR (traffic/air quality issues and related mitigation measures), serious deficiencies remain. These problems should be remedied in order for the final EIR to adequately inform the public and 2

its elected officials of the General Plan's environmental effects, and fulfill the goals and objectives of the City's General Plan.

Section IV of the revised DEIR purports to analyze the environmental impacts created by implementation of the proposed General Plan. The results of these analyses are summarized in Section III, entitled "Executive Summary." We note two major flaws in the revised DEIR's environmental impacts analyses. 2

First, the analyses still fail to utilize any of the many readily available database resources, such as the Geographic Information System (GIS), and the California Department of Fish and Game's Natural Diversity Data Base.[1] Use of such databases is standard procedure in the preparation of EIRs. Incorporation of these, and other independently prepared databases would serve at least two important purposes: (1) They would provide valuable baseline data (which are lacking in the revised DEIR) which would serve as a starting point for meaningful analyses of the General Plan's environmental impacts; and (2) They would make the EIR more complete and easier to understand, and would provide an evidentiary foundation upon which the public and city officials could base future decisions. 3

A second major problem with the revised DEIR is that the analyses and discussions of many of the environmental issues in Section IV are unacceptably superficial and often incomplete and inaccurate. This is due, in part, to the failure to utilize any of the databases discussed above. The result is that much of Section IV is uninformative on the issues it professes to clarify (see examples below). The revised DEIR's statement that, except for traffic and air quality, most of the environmental impacts associated with the General Plan can be mitigated to below a level of significance is shockingly conclusory considering the anemic analysis provided (see p. III-1). In reviewing Section IV, the data supporting this sweeping assertion simply were nowhere to be found. The revised DEIR does not make clear how most environmental impacts can be rendered insignificant when confronted with a proposed buildout that would add almost 3,500 housing units and nearly 5,000,000 square feet of non-residential space by the year 2010 (see p. IV-51). 4

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[1]We cited this problem in our previous letter commenting on the first DEIR. Moreover, the need to utilize other readily available and highly informative independent data was noted in previous DEIR comment letters submitted to the City by other government agencies. The City has yet to avail itself of these data.

With a few exceptions (air quality and traffic), the discussion of the issues is inadequate, with the result that the data and analyses from which the proposed mitigation measures should flow are absent. The need for thorough analyses in an EIR is emphasized in both the statutory and case law. In particular, conclusions that impacts will be insignificant must be supported by rigorous analysis and concrete substantial evidence. (See *Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, review den.). 5

BIOLOGICAL RESOURCES

The Biological Resources section (beginning on p. IV-25) is inadequate. An EIR should be analytical rather than encyclopedic. (See CEQA Guidelines, §§ 15006, 15141.) Section IV is characterized by uninformative encyclopedia-style lists of animals, plants, and habitats found within the General Plan study area. Moreover, fish are not included anywhere in the section, despite the fact that fish are present within the study area, including several sensitive fish species. There is no discussion of the distribution of sensitive plant or animal species within the study area. Table IV-3, entitled "Wildlife Species and Habitat Matrix," merely lists the types of habitats in which various animal species might be found. Such information is hardly informative of the status and distribution of wildlife within the specific General Plan study area. The California Department of Fish and Game has compiled a Natural Diversity Data Base which shows known locations of all sensitive species on United States Geological Survey topographic maps. However, the relevant information from this readily available database is not shown in the revised DEIR. 6

Additionally, we take exception to Figure IV-5, entitled "Significant Ecological Areas with Sensitive Biological Resources" (p. IV-36) because it represents an incorrect delineation of existing wildlife corridors within the study area. Figure IV-5 shows the main wildlife corridor in the General Plan study area running east of Las Virgenes Road, between the Interstate 101 and Mulholland Highway. However, the map fails to note that this "corridor," as represented, contains a gas station with a convenience store and drive-through car wash, the headquarters of the Las Virgenes Municipal Water District (which are presently expanding into an additional building which is now under construction), a composting facility, a sludge farm, a graded access road, an approved shopping center, and large areas currently used for grazing sheep, goats, and cattle, and which have been stripped of native vegetation. In addition, significant portions along Las Virgenes Road have recently been extensively graded and planted with non-native plants. A far more significant wildlife corridor does not appear 7

on Figure IV-5, comprising the area between the Ahmanson Ranch, through the former Micor site, to Sensitive Environmental Areas 5 and 9, near Saddle Peak.

The revised DEIR refers to the City's oak tree ordinance (Ordinance No. 92-39), which was enacted to protect oak trees through a permit process (see p. IV-42, first full paragraph). The proposed General Plan's buildout may have dramatic negative impacts on the oak tree population. However, the revised DEIR only provides a one-sentence discussion of the issue. The City should investigate or utilize existing surveys of oak tree distribution within the General Plan study area in order to determine loss of native oaks and the consequences thereof. 8

We challenge the revised DEIR's bare conclusion that the proposed General Plan's impact on biological resources can be mitigated to a level of insignificance. As we pointed out in our previous comment letter, the Calabasas City Council concluded that the loss of 331.6 acres of open space due to development of the Micor project could not be mitigated to a level of insignificance (see Final EIR No. 91111038, pp. 3-89 and 3-147). However, the City now asserts that buildout under the proposed General Plan, which would result in almost 3,500 new dwelling units, almost 5,000,000 square feet of non-residential construction, and the loss of nearly 2,000 acres, is mitigable to a level of insignificance. This contradiction is not explained in the revised DEIR, and refutes the City's claim of mitagability. 9

ENVIRONMENTAL SETTING

The revised DEIR contains no discussion of inconsistencies between the proposed General Plan and other regional plans, as is required by CEQA Guidelines Section 15125, subdivision (b). Such plans include, among others: 10

(a) The Malibu Santa Monica Mountains Area Plan;

(b) The Malibu Local Coastal Program Land Use Plan:

(c) The Santa Monica Mountains Comprehensive Plan;

(d) The Santa Monica Mountains National Recreation Area General Management Plan;

(e) The Santa Monica Mountains National Recreation Area Land Protection Plan;

(f) The Water Quality Control Plan for the Los Angeles River Basin;

(g) The California Ocean Plan;

(h) The Santa Monica Bay Restoration Plan; and

(i) The California Recreational Trails System Plan.

CULTURAL RESOURCES

Section IV states that "an archival records search was conducted...to determine the extent of prehistoric sites in the study area" (p. IV-48). There is no explanation of what an "archival records search" is. Does the City of Calabasas maintain its own archives? Does the City utilize the resources of the UCLA Archaeological Survey, which contains the largest database of archaeological sites in Southern California? Furthermore, there is no mention of a systematic study of historic (as opposed to prehistoric) sites within the study area. These two types of sites should be analyzed separately since mitigation measures are often very different for each. Also, the revised DEIR should discuss available state and federal preservation programs of which the City could take advantage. 11

The revised DEIR states that the earliest archaeological sites in the General plan study area date from 3,500 B.C., and that the first known inhabitants of the area were the Chumash Indians (see p. IV-44 - IV-45). A correct discussion of the area's cultural resources would have noted that the Chumash Indians represent the most recent Native American culture in the area, and that their archaeological sites date no earlier than approximately A.D. 500. Older archaeological sites represent cultures that may or may not have been ancestral to the more recent Chumash (see, e.g., Chartkoff, J.L., and K.K. Chartkoff, *The Archaeology of California*, Stanford University Press, 1984, and Moratto, M.J., *California Archaeology*, Academic Press, 1984). 12

The cultural resources discussion states: "The Draft General Plan contains policies, maximum acceptable development impacts." (See p. IV-48, second full paragraph.) This sentence does not make sense and should be explained. 13

The revised DEIR also contains a figure entitled "Archaeological Resources Sensitivity," which purports to show "areas of potential historic sensitivity (Figure IV-6, p. IV-46).[2] Neither the figure nor the related discussion state whether these areas contain exclusively historic sites, prehistoric sites, or both. As noted above, different types of sites often require drastically different mitigation procedures. Furthermore, many types of historic sites cannot properly be called archaeological resources. It is also unclear what the significance of these areas is in terms of mitigation. The proposed mitigation measures on pp. IV-49 - IV-50 treat all areas within the study area the same. Areas shown on a newly *revised* Figure IV-6 to be of special cultural sensitivity or significance should be subject to more stringent mitigation measures than other areas. 14

We also point out the following errors in the revised DEIR:[3]

(1) Page IV-45, second full paragraph, refers to a Figure IV-D-1 (no page number given) as illustrative of archaeological resources sensitivity within the study area boundaries. However, no figure with this numerical designation exists in the revised DEIR. 15

(2) Page IV-45, fourth full paragraph, refers to a Figure IV-6 (no page number given) as illustrative of geologic units present in the General Plan study area. As noted above, Figure IV-6 is a map entitled *Archaeological Resources Sensitivity*. 16

We urge staff officials to scrutinize the revised DEIR for more problems of this nature, since their cumulative effect on the overall accuracy and usefulness of the document could be severe. 17

OPEN SPACE PRESERVATION AND ALTERNATIVES

Neither the proposed General Plan nor the revised DEIR lay out concrete criteria or requirements for the preservation of open space consistent with the continued viability of the 18

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[2]No source or database is cited for Figure IV-6. What is the basis for shading some areas and not others? Does this represent a systematic survey of cultural sites?

[3]The items below by no means represent an exhaustive list of errors or ambiguities contained in the revised DEIR.

existing ecosystems in the Santa Monica Mountains and the desires of the entire community. The number one priority of the residents of the City of Calabasas, and one of the primary reasons they voted for incorporation, is the preservation of open space (see Community Issue document, p. II-2). However, the community's desires are not reflected in either the proposed General Plan or the revised DEIR. The only open space currently in existence is found in areas dedicated to open space as mitigation to existing or proposed developments. This is illustrated by the inclusion of the footprint of the Micor project in the revised DEIR's buildout projections. 18

The City should dedicate the lands encompassing the footprint of the former Micor project as open space, in addition to other highly sensitive resource areas. The Micor site comprises a significant north-south wildlife corridor within the study area. 19

Dedicated open space should also include significant cultural resource sites (e.g., prehistoric and historic sites), areas of geological interest or instability, and areas containing rare or listed plant and animal species found within the study area. 20

The City should seriously consider *alternative buildout plans* that are more consistent with the community's wish to retain Calabasas' rural character. Buildout under the proposed General Plan would preserve less than half of the open space acreage than four of the five alternatives proposed in Section V of the revised DEIR. If the vast majority of the residents of Calabasas want to preserve open space, then why does the City propose a General Plan that preserves less than half the open space that would be preserved under four of its revised DEIR alternatives? 21

CUMULATIVE IMPACTS ANALYSIS

The revised DEIR's cumulative impacts analysis remains severely insufficient to the point of uselessness (see pp. X-1 - X-7). Like much of the revised DEIR's environmental analysis in Section IV, the cumulative impacts discussion, what little there is, merely incorporates by reference the often unsupported and unexplained conclusions of earlier sections. 22

The importance of an adequate cumulative impacts analysis is clearly and repeatedly emphasized in the case law interpreting CEQA requirements.[4] Unfortunately, the actual "analysis" here covers less than one page of text, and basically restates many of the unsupported claims in Table X-3 concerning the mitigability to a level of insignificance of negative impacts on environmental resources in the General Plan study area.(see p. X-7). 23

There are also inconsistencies between the first DEIR and the revised DEIR with respect to Table X-2 (see Chapter X). Table X-2 purports to calculate cumulative impacts of the City's General Plan buildout by the year 2010. Table X-2 in the revised DEIR shows a larger number of projected households and a larger population, yet significantly lower levels of water consumption, solid waste generation, electrical demand, and natural gas demand, when compared to Table X-2 in the first DEIR. An explanation of the glaring discrepancies between the first and second DEIRs should be included since it is counterintuitive that a higher projected population and more households results in a drop in natural resource consumption and solid waste generation. 24

Our previous comments regarding the City's first DEIR's cumulative impacts analysis still apply here. Specifically, the revised DEIR largely scants the legally required cumulative and secondary impacts analysis, fails to collect and integrate critical baseline data into the discussion of impacts from buildout, and inexplicably dismisses significant and clearly foreseeable General Plan impacts on land forms, biota, and air quality as insignificant (see Exhibit A). 25

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[4]"It is vitally important that an EIR avoid minimizing the cumulative impacts. Rather, it must reflect a conscientious effort to provide public agencies and the general public with adequate and relevant detailed information about them. A cumulative impact analysis which understates information concerning the severity and significance of cumulative impacts impedes meaningful public discussion ... An inadequate cumulative impact analysis does not demonstrate *to an apprehensive citizenry* that the governmental decision-maker has...fully analyzed and considered the consequences of its action." *Citizens to Preserve the Ojai v. County of Ventura* (1985) 176 Cal.App.3d 421, 431, quoting *San Franciscans for Reasonable Growth v. City and County of San Francisco* (1984) 151 Cal.App.3d 61, 79.

CONCLUSION

An EIR should contain a sufficient degree of analysis to allow decision-makers to make intelligent decisions (CEQA Guidelines, § 15151). The revised DEIR's major flaw is that it still fails to include baseline data and lacks adequate substantive analysis of key environmental impact categories. For these reasons, SOSSMM requests that the City prepare an adequate revised draft EIR for public circulation and comment. 26

Sincerely,



Frank P. Angel

\letter\skh.ltr

FRANK P. ANGEL
Attorney at Law
10951 WEST PICO BLVD., 3rd FLOOR
LOS ANGELES, CA 90064

Telephone: 310 470-9897
FAX Number: 310 474-7083

Date January 31, 1995
Time 4:45
Case # 3373 - 4D

FACSIMILE COVER PAGE

RECIPIENT:

Name Mr. Steven K. Harris, Director of Community Development
Address City of Calabasas - 26135 Mureau Road
Calabasas, CA 91302
FAX Number (818) 878-4215

SENDER:

Name Frank P. Angel
No. of pages INCLUDING cover page 10

If you have any problems with this transmittal, please call Frank Angel at 310-470-9897

THE INFORMATION CONTAINED IN THIS FACSIMILE MESSAGE IS INFORMATION PROTECTED BY ATTORNEY/CLIENT AND/OR ATTORNEYS' WORK PRODUCT PRIVILEGES. IT IS INTENDED ONLY FOR THE USE OF THE INDIVIDUAL NAMED ABOVE AND THE PRIVILEGES ARE NOT WAIVED BY VIRTUE OF THIS HAVING BEEN SENT BY FACSIMILE. IF THE PERSON ACTUALLY RECEIVING THIS FACSIMILE OR ANY OTHER READER OF THE FACSIMILE IS NOT THE NAMED RECIPIENT, OR THE EMPLOYEE OR AGENT RESPONSIBLE TO DELIVER IT TO THE NAMED RECIPIENT, ANY USE, DISSEMINATION, DISTRIBUTION OR COPYING OF THE COMMUNICATION IS STRICTLY PROHIBITED. IF YOU HAVE RECEIVED THIS COMMUNICATION IN ERROR, PLEASE IMMEDIATELY NOTIFY US BY TELEPHONE OR RETURN THE ORIGINAL MESSAGE TO US AT THE ABOVE ADDRESS VIA THE UNITED STATES POSTAL SERVICE.

Message/Comments: Please deliver this document to Mr. Harris.
Thank you.

18.0 SAVE OPEN SPACE (FRANK ANGEL)

SOS-1

The earlier comments of Save Open Space were reviewed as part of the preparation of the recirculated Draft EIR, and were incorporated as believed to be appropriate. The City of Calabasas believes that the recirculated Draft EIR adequately informs the public about the environmental impacts of the proposed General Plan. Specific responses to Save Open Space's comments are presented below.

SOS-2

See specific responses below.

SOS-3

The use of GIS data bases are ***not*** "standard procedure in the preparation of EIRs" as Mr. Angel contends, are costly to prepare, and are generally not used in the preparation of EIRs. During preparation of the Community Profile, General Plan, and General Plan EIR, the City attempted to secure pertinent GIS mapping of biological resources from the National Park Service and other agencies, but found that such data was not available in a usable form.

It is important to note, however, that biological resource mapping was, in fact, completed as part of the General Plan program, and that this mapping was used in the formulation of General Plan's land use diagram, policies, and performance standards, and was also used in preparation of the General Plan EIR. Data from the California Department of Fish and Game's Natural Diversity Data Base was, in fact, used in the preparation of the Community Profile, which is cited in the EIR's bibliography. In addition, the City of Calabasas is participating along with Los Angeles County, the National Park Service, and others to prepare detailed GIS mapping of resources within the northern portion of the Santa Monica Mountains. This includes the portions of the Calabasas General Plan study area that are outside of the jurisdiction of the California Coastal Commission (roughly the area north of Mulholland Highway). This mapping effort is consistent with the results of the City's earlier resource mapping.

SOS-4

The Draft EIR discusses the impacts of the proposed Calabasas General Plan, which is a broad statement of community policy, and not a site-specific development project. The discussion of environmental impacts in the Draft EIR is appropriate to the communitywide policy nature of the General Plan. Thus, the EIR is not intended to identify and discuss the site-specific impacts of individual development projects which will follow the General Plan, each of which will be subject to its own environmental evaluation. The General Plan and the General Plan EIR establish clear and detailed thresholds for the development of "significance" by providing a table which identifies the maximum acceptable impacts for individual development projects. The General Plan specifically states that development

projects subject to General Plan consistency determination will not be allowed to exceed these thresholds. The EIR's determinations as to the significance of impacts are based on these thresholds, as well as regional thresholds (such as those promulgated for air quality impacts by the South Coast Air Quality Management District).

SOS-5

See responses to SOS comments 3 and 4, above.

SOS-6

Table IV-3 of the EIR identifies wildlife species found and expected within the General Plan study area. This table identifies not only species, but also the vegetative communities where they occur and whether they are residents or migratory species. The Community Profile, upon which the EIR is based, also provides mapping of vegetative communities and information on the sensitivity status of these species. As previously stated, the Natural Diversity Data Base was, in fact, consulted in the preparation of the Community Profile and Draft EIR. It should be noted, however, that the Natural Diversity Data Base is not highly definitive in many areas, identifying sighting of sensitive species in many cases with generalized circles having radii of 1/4 mile or more.

SOS-7

Figure IV-5 is believed to be adequate. The wildlife movement linkage shown in that figure includes the connection to Ahmanson Ranch through the Baldwin open space dedication, as well as the linkage through the former Micor project. The existing and previously approved development referred to in the comment does occupy a portion, but not all of the linkage identified in Figure IV-5. It should also be noted that, if areas other than those shown in Figure IV-5 do, in fact function as habitat linkages, the General Plan would automatically provide protection for such linkages.

SOS-8

The City's Oak Tree Ordinance will be unaffected by the General Plan, and will remain in full force and effect following General Plan adoption. In addition, the General Plan includes an implementation program on Page VIII-89 to establish an oak tree restoration fund.

SOS-9

The Micor project is not part of the General Plan project description. The General Plan's conclusion is based on the biological resource performance standards contained in the General Plan, as well as the General Plan's delineation of maximum acceptable impacts from development projects which require preservation of sensitive environmental resources.

SOS-10

The Malibu Santa Monica Mountains Interim Area Plan, Santa Monica Mountains National Recreation Area General Management Plan, and Santa Monica Mountains National Recreation Area Land Protection Plan are outdated. The Interim Area Plan is currently being updated as part of a cooperative program between Los Angeles County; the cities of Agoura Hills, Calabasas, Hidden Hills, and Westlake Village; National Park Service, Las Virgenes Unified School District, and the Las Virgenes Municipal Water District. The purpose of the program is to update the non-coastal portion of the Malibu-Santa Monica Mountains Interim Area Plan, which is the governing General Plan document for the unincorporated portions of the General Plan study area, and to coordinate the plans of the other participating agencies with the updated plan, as well as with each other. As part of this program, the National Park Service will update their General Management Plan and Land Protection Plan following adoption of the Areawide Plan.

The Calabasas General Plan land use diagram which was used as the project description for the Draft EIR was input into the Areawide Plan program alternatives, and is currently being analyzed a part of the program. Because a proposed land use map for the Areawide Plan may not be available prior to General Plan adoption, it is the City's intent to proceed with its General Plan program to adoption ahead of the Areawide Plan, and to resolve any conflicts that might arise between the adopted General Plan and the Areawide Plan as part of the Areawide Plan program. If needed, a General Plan Amendment to resolve conflicts would be brought forward to the Planning Commission and City Council following adoption of the Areawide Plan, which is anticipated in late 1995.

The Malibu Local Coastal Program Land Use Plan covers the southerly portion of the General Plan study area, and will continue to be the governing land use document subsequent to adoption of the City's General Plan since all lands within the General Plan study area that are within the jurisdiction of the California Coastal Commission are within unincorporated territory. The Calabasas General Plan proposes comparable, and in many cases, more detailed policies than are contained within the coastal land use plan. In addition, the City's General Plan land use diagram proposes similar intensities of future development to that of the coastal land use plan.

The Santa Monica Mountains Comprehensive Plan, originally adopted in the 1970s, has been superseded by the Interim Area Plan and the coastal land use plan, and is of no force and effect.

The Water Quality Control Plan for the Los Angeles River Basin identifies requirements that must be implemented by the City of Calabasas, and is unaffected by the General Plan.

The other plans cited in the comment -- California Ocean Plan, Santa Monica Bay Restoration Plan, and California Recreational Trails Plan -- are broad policy documents which only indirectly affect the issues addressed in the General Plan.

No inconsistencies between these documents and the proposed General Plan have been noted.

SOS-11

The archives that were searched were those of the UCLA Archaeological Survey. An analysis of historical ***and*** archaeological resources within the General Plan study area was conducted as part of the Community Profile, upon which the General Plan and General Plan EIR are based.

SOS-12

Comment noted.

SOS-13

The sentence in question is hereby modified to read:

> "The Draft General Plan contains policies, maximum acceptable development impacts(Table VIII-3), and performance standards intended to protect cultural resources in the study area. These provisions will limit the extent of potential impacts that may occur as the result of future development."

SOS-14

At the request of the UCLA Archaeological Survey, and based on standard practice, specific locations of archaeological resources are not mapped and presented to the general public. Instead, the General Plan institutes a procedure for determining the sensitivity of resources and ensuring appropriate levels of protection.

SOS-15

The correct reference is to Figure IV-6 on page IV-46 of the Draft EIR. the source of this figure is LSA Associates and the UCLA Archaeological Survey.

SOS-16

The correct reference is to Figure IV-1 on Page IV-3 of the Draft EIR.

SOS-17

Comment noted.

SOS-18

The Development/Environmental Review Program contained in Chapter VIII of the General Plan provide concrete criteria and requirements for open space preservation within the General Plan study area. These criteria and requirements define sensitive

environmental resources and require their protection and preservation. It should be noted that the proposed General Plan land use diagram does ***not*** include the footprint of the Micor project. As previously discussed, the original recommendation of the General Plan Advisory Committee did recognize that footprint; however, the Planning Commission subsequently recommended that that site be designated Hillside Mountainous.

SOS-19

As discussed above, the proposed General Plan designates the Micor site as Hillside Mountainous. General Plan performance standards require that wildlife habitat linkages and other sensitive environmental features within the that and other sites within the City be preserved in open space.

SOS-20

General Plan performance standards require that significant cultural resource sites, areas of geological instability, and habitats of rare and endangered plant and animal species be preserved in open space.

SOS-21

This comment ignores the effect of applying General Plan policies and performance standards to future development projects. It is important to note that the General Plan consists of not only a land use maps, but goals, objectives, policies, ***and*** performance standards which will define the intensity of and manage the manner in which development may occur within privately owned properties that are not currently committed to permanent open space. These goals, objectives, policies, ***and*** performance standards are intended to preserve open space lands within all areas for which a clear nexus for such an open space preservation requirement exists. The proposed General Plan does not attempt to place blanket open space restrictions on privately owned properties or to provide site-specific development and open space planning for these properties, but does define the resources which must be protected and establishes a nexus between future development proposals and requirements for preservation of open space and sensitive environmental resources.

SOS-22

Cumulative impacts are addressed in the General Plan in accordance with CEQA Guidelines. Cumulative impacts are discussed on a geographic basis, providing the reader with an understanding of the impacts which are expected to result from General Plan implementation, as well as the implementation of the General Plan of surrounding communities. The cumulative impact area addresses the cumulative impacts of development throughout the northern portion of the Santa Monica Mountains, including the cities of Agoura Hills, Calabasas, Hidden Hills, and Westlake Village, as well as in unincorporated Los Angeles County north of the coastal zone. Cumulative impacts are not intended to be site-specific, but to

provide an understanding as to how the project being analyzed fits into the "big picture." The General Plan EIR accomplishes this objective.

SOS-23

See response to comment SOS-22, above.

SOS-24

The differences are based on the use of more detailed consumption and generation factors in the recirculated draft EIR which provide a more accurate picture of cumulative impacts than was available in the original EIR.

SOS-25

See response to comment SOS-22, above.

SOS-26

For the reasons cited in response to Save Open Space's comments above, the City believes that the EIR provides adequate information and analysis upon which to base the policy determinations inherent in adopting a General Plan.

19.0 W. F. (BILL) BELL

RECEIVED
JAN 3 1 1995
CITY OF CALABASAS

JANUARY 31 1995

CITY OF CALABASAS
26135 MUREAU ROAD
CALABASAS, CA 91302
ATTENTION: STEVE CRAIG, ENVIRONMENTAL COORDINATOR

SUBJECT: COMMENTS ON RECIRCULATED DRAFT ENVIRONMENTAL IMPACT REPORT DATED NOVEMBER 18 1994.

DEAR MR CRAIG:

REVIEW OF THE SUBJECT DOCUMENT SUGGESTS THE FOLLOWING COMMENTS:

1. SUGGEST THAT YOU CAREFULLY REVIEW THE COMMENTS OF COMMISSIONER DAVE BROWN ENTITLED "CALABASAS GENERAL PLAN-PROBLEMS AND QUESTIONS ON REVISED DRAFT EIR", ET ALL, COPY OF WHICH HAS BEEN PROVIDED TO YOU BY MR BROWN.

2. YOUR REFERENCE TO "MORRISON RANCH ROAD" IN A NUMBER OF PLACES IN YOUR EIR IS NOT CORRECT. YOU SHOULD IDENTIFY THAT STRETCH OF T.O. BVD AS T.O. BVD EAST OF PARKMOR ROAD.

3. WHILE YOU GO INTO SOME DETAIL ON THE IMPACTS OF THE PROPOSED AHMANSON RANCH PROJECT ON TRANSPORTATION, ETC. YOU HAVE FAILED TO MENTION IMPACTS OF THAT PROPOSED PROJECT ON OTHER ENVIRONMENTAL AREAS, SPECIFICALLY AIR POLUTION AND NOISE. YOU SHOULD IDENTIFY IMPACTS IN EACH ENVIRONMENTAL AREA WHICH WOULD HAVE IMPACTS.

4. YOUR PLAN SHOULD SHOW GATES CANYON AND CRUMMER CANYON AS WILDLIFE TRAILS ACTUAL OR POTENTIAL. I REFER YOU TO PAUL EDELMAN AT THE SANTA MONICA MOUNTAINS CONSERVANCY.

5. YOU SHOW T.O. BVD AS CONNECTING TO THE VENTURA COUNTY LINE. THIS IS NOT CONSISTENT WITH YOUR DRAFT GENERAL PLAN. ACTUALLY, MY UNDERSTANDING IS THAT T.O. BVD WILL BE TERMINATED AT MOUNTAIN VIEW ESTATES' REAR GATE IN A CUL DE SAC.

6. YOU SHOW LAS VIRGINES ROAD FAILING TO CONNECT TO THE VENTURA COUNTY LINE. I ASSUME THAT THIS IS THE "14 FOOT" SECTION CURRENTLY UNPAVED? WILL YOU TERMINATE THIS ROAD IN A CUL DE SAC OR IDENTIFY OTHER USES FOR LAS VIRGINES ROAD?

YOU COMMENTS ON A POSSIBLE FUTURE MUREAU ROAD BRIDGE TO CONNECT TO AN EXTENDED CALABASAS ROAD HAVE NOT BEEN ADEQUATELY THOUGHT OUT. AHMANSON LAND COMPANY HAS AN EASEMENT ON CRUMMER CANYON ROAD THROUGH MOUNTAIN VIEW ESTATES. IT WOULD BE CONVENIENT FOR AHMANSON RANCH TO SEEK AND POSSIBLY OBTAIN APPROVAL TO CONVERT A CROSS OVER BRIDGE INTO A CLOVERLEAF FOR DIRECT ACCESS TO A PROPOSED AHMANSON RANCH PROJECT. THIS WOULD VASTLY INCREASE TRAFFIC ON MUREAU ROAD AND CONNECTING STREETS. 7

WAS THE BALDWIN ADDITION (ABOUT 500 UNITS) ONE OF THE LA COUNTY APPROVED DEVELOPMENTS WHICH CALABASAS INHERITED ON INCORPORATION AS A CITY? OR DID CALABASAS CITY ENTER INTO THE DEAL WHICH GAVE BALDWIN THAT ENTITLEMENT? 8

YOU WILL WANT TO CAREFULLY COORDINATE YOUR EIR AND GENERAL PLAN WITH OTHER COMMUNITIES PARTICIPATING IN THE VENTURA FREEWAY AREAWIDE PLAN EFFORT CURRENTLY UNDERWAY. I DO NOT SEE COMMENTS FROM ALL OF THESE PARTICIPANTS. COORDINATION NOW CAN SAVE CONSIDERABLE CONFLICT LATER. 9

ANY CONTRADICTIONS AND INCONSISTENCIES WITHIN THE EIR AND THE PROPOSED GENERAL PLAN MUST BE RESOLVED NOW. 10

ONCE SUCH ERRORS ARE CORRECTED, YOU MUST IDENTIFY AREAS OF CONFLICT WITH THE CURRENT LA COUNTY GENERAL PLAN. AT SOME POINT, THESE AREAS MUST BE RESOLVED BETWEEN CALABASAS AND LA COUNTY, AT THE MANAGEMENT LEVEL WITH CREATIVE SOLUTIONS TO BECOME AMMENDMENTS TO THE CALABASAS GENERAL PLAN!

MEANWHILE, THE VENTURA FREEWAY AREAWIDE PLAN PARTICIPANTS, ESPECIALLY AT THE POLICY LEVEL, IS AN EXCELLENT VEHICLE FOR COORDINATION OF PLANNING AND RESOLUTION OF CONFLICTS. 11

SINCERELY YOURS,



WF BELL
5379 NORTH NEWCASTLE LANE
CALABASAS, CA 91302
(818) 880-5040

19.0 W. F. (BILL) BELL

WFB-1

Comment noted.

WFB-2

Comment noted. All references to "Morrison Ranch Road" are hereby revised to read Thousand Oaks Boulevard east of Parkmor Road.

WFB-3

The impacts of the Ahmanson Ranch project were addressed in the Ahmanson Ranch EIR, which is the subject of litigation. As noted, a number of significant impacts on Calabasas would result from development of that project.

WFB-4

The function of Gates and Crummer canyons and habitat linkages is acknowledged.

WFB-5

The General Plan Transportation Element proposes that Thousand Oaks Boulevard ***not*** connect to the Ventura County line. The thick General Plan study area boundary line tends to obscure this fact.

WFB-6

Mr. Bell's assumption is correct.

WFB-7

The purpose of constructing a relocated bridge on Mureau Road is to facilitate east-west movement and provide a through alternative route to the Ventura Freeway. Ahmanson Ranch's potential roadway connection to Mureau Road is unrelated to the possible relocation of the bridge.

WFB-8

This comment does not raise any substantial environmental issues. No response is required.

WFB-9

Comments were received from the City of Agoura Hills, Los Angeles County, and the Las Virgenes Municipal Water District, all of whom are also participating in the Ventura Freeway Corridor areawide Plan program. As previously discussed, the need for ongoing and future coordination between the General Plan and the Ventura

Freeway Corridor areawide Plan program has been recognized during preparation of the General Plan and EIR.

WFB-10

Comment noted. No inconsistencies between the General Plan and EIR have been identified which require the documents to be revised. Coordination between the Calabasas General Plan and the ongoing update of the County's General Plan for the area has been previously discussed.

WFB-11

Comment noted.

20.0 DAVE BROWN

CALABASAS GENERAL PLAN - PROBLEMS AND QUESTIONS ON REVISED DRAFT EIR

SCHOOLS (TABLES IV-29 & IV-30

1 - MAJOR DISCREPANCY BETWEEN EXISTING ELEMENTARY ENROLLMENT IN CITY AND STUDY AREA IN TABLE IV-30 (3,215 & 3,459) VERSUS ENROLLMENT TOTALS AT FOUR LOCAL ELEMENTARY SCHOOLS SERVING THE STUDY AREA IN TABLE IV-29 (2,366). HOW IS THIS ACCOUNTED FOR?

2 - MAJOR DISCREPANCY BETWEEN CAPACITY OF THE FOUR EXISTING ELEMENTAR SCHOOLS IN TABLE IV-29 (2,548) AND BOTH PRESENT ELEMENTARY ENROLL FOR STUDY AREA IN IN TABLE IV-30 (3,459) AND PLAN BUILDOUT ENROLL- MENT IN TABLE IV-30 (6,295). SIMILAR DISCREPANCIES DO NOT EXIST FOR MIDDLE SCHOOL AND HIGH SCHOOL DATA IN THE TWO TABLES.

3 - AT VARIOUS TIMES SUPERINTENDENT MARLEY HAS INDICATED LVUSD WAS CONSIDERING THE POSSIBILITY OF TAKING STUDENTS FROM AHMANSON RANC (WHERE MIDDLE AND HIGH SCHOOL STUDENTS MIGHT OTHERWISE HAVE TO BE BUSED TO OAK PARK). IF THIS HAPPENS, IT COULD SIGNIFICANTLY AFFECT THE NEED FOR ADDITIONAL MIDDLE AND HIGH SCHOOL CAPACITY OR EVEN NE SITES. IF THIS OPTION IS STILL BEING CONSIDERED BY LVUSD, WE SHOU HAVE IT EVALUATED IN THE EIR.

4 - IT IS MY UNDERSTANDING THAT EMPLOYEES ARE NOW PERMITTED TO SEND THEIR CHILDREN TO THE SCHOOLS OF THE COMMUNITY WHERE THEIR PLACE OF EMPLOYMENT IS LOCATED. IF THIS IS THE PLACE, GIVEN THE HIGH PLACED ON THE LAS VIRGENES SCHOOLS BY PEOPLE WHO MOVE HERE, COULD CHILDREN OF EMPLOYEES OF PRESENT AND FUTURE BUSINESSES IN THE COMMUNITY REPRESENT AN ADDITIONAL IMPACT ON OUR SCHOOLS? CONSIDER THAT 62% OF THE COMMERCIAL SPACE ENVISIONED IN THE PLAN FOR THE STUDY AREA HAS YET TO BE BUILT, THIS COULD BE A SIGNIFICANT IMPAC

TRAFFIC (TABLES IV-12-15, 18 IN EIR, TABLES G,H,J, &K AND "DAILY TRIP GENERATION BY ZONE" IN APPENDIX B)

5 - "DAILY TRIP GENERATION BY ZONE" APPEARS TO OMIT CALABASAS LANDFIL TRAFFIC (ZONE 2).

6 - "DAILY TRIP GENERATION BY ZONE" ATTRIBUTES ONLY 400 TRIPS TO ZONE 9 UNDER "EXISTING" AND "COMMITTED" AND 530 UNDER "PLANNING COMMIS SION ALTERNATIVE". MOUNTAIN VIEW ESTATES IN ZONE 9 HAS APPROXIMAT LY 400 HOMES APPROVED AND LARGELY BUILT OUT AND OCCUPIED. THIS SHOULD RESULT IN TEN TIMES AS MANY TRIPS AS THE 400 AND 530 SHOWN IN THE "TOTAL" COLUMN.

7 - WHAT IS THE BASIS FOR ATTRIBUTING ONLY 55 DAILY TRIPS TO THE "MIN MALL"AND MARKET IN ZONE 4 ON THE WEST SIDE OF LAS VIRGENES ROAD? THIS FACILITY INCLUDES A CONVENIENCE MARKET, RESTAURANTS, AND SEVERAL SHOPS. THIS FACILITY APPEARS QUITE A BIT LARGER THAN THE 1,568 sf ATTRIBUTED TO IT UNDER "EXISTING" AND "COMMITTED" (THE BUILDING HAS BEEN THERE FOR 30 YEARS.) THE 36,813 SF IN THIS ZONE UNDER "PLANNING COMMISSION ALTERNATIVE" SEEMS TO COME CLOSER TO T SIZE OF THIS EXISTING FACILITY.

8 THE 32 SINGLE FAMILY UNITS SHOWN UNDER "PLANNING COMMISSION ALTER TIME" SHOULD BE CHANGED TO THE 110 UNITS APPROVED IN THIS ZONE BY LOS ANGELES COUNTY IN SEPTEMBER (MALIBU TERRACE), PLUSWHATEVER ADDITIONAL UNITS OUR PLAN WOULD PERMIT ON OTHER PARCELS IN ZONE 4

9 - IS MICOR INCLUDED IN THE "PLANNING COMMISSION ALTERNATIVE" TOTALS FOR ZONES 24,26, OR 27?

TRAFFIC (CONT.)

9 - IS MICOR INCLUDED IN THE "PLANNING COMMISSION ALTERNATIVE" TOTALS FOR ZONES 24, 26, OR 27?

10 - THE ESTIMATE OF 17,000 TRIPS FOR AHMANSON RANCH IN TABLE H DO NOT APPEAR TO CONSIDER THE POSSIBILITY OF ADDITIONAL "FLOW THROUGH" TRAFFIC FROM THE SAN FERNANDO VALLEY THAT COULD USE THE VICTORY - THOUSAND OAKS - LAS VIRGENES ROUTE AS A "SHORT CUT" TO THE FREEWAY CORRIDOR TO THE WEST AND TO THE BEACH.

11 - TABLE H APPEARS TO ASSUME THE GREAT MAJORITY OF THE 17,000 AHMANSON RANCH TRIPS WILL BE ROUTED DOWN TO MUREAU INSTEAD OF THROUGH MALIBU CANYON BY THOUSAND OAKS AND LAS VIRGENES. YET AHMANSON APPEARS TO HAVE LOST INTEREST IN BUILDING "A" STREET AND SHOWS EVERY INTENTION - BACKED BY LITIGATION - TO WANT TO ROUTE THAT TRAFFIC THROUGH THOUSAND OAKS AND LAS VIRGENES. WE NEED DATA ON THE CUMULATIVE IMPACT OF AHMANSON TRAFFIC AND TRAFFIC FROM THE OTHER 1743 HOMES IN MALIBU CANYON ON THOUSAND OAKS BOULEVARD AND LAS VIRGENES ROAD FROM THOUSAND OAKS TO MUREAU.

12 - ASSUMING "A" STREET IS BUILT, AS TABLE H IMPLIES, WHY DOES TABLE H ARBITRARILY ASSUME THAT ONLY 200 OF THE 10,500 OF THE VEHICLES USING "A" STREET WILL GO EAST ON MUREAU?

12 - BY THE SAME TOKEN, WHAT IS THE BASIS FOR ASSUMING THAT ONLY 700 OF THE 17,000 AHMANSON TRIPS BETWEEN MUREAU AND THE FREEWAY ON LAS LAS VIRGENES WILL CONTINUE WOUTH ON LAS VIRGENES?

12 - AND, WHAT IS THE BASIS FOR ASSUMING THAT ONLY 600 OF THOSE VEHICLES WILL TURN EAST ON THE VENTURA FREEWAY AT LAS VIRGENES?

12 - IF THERE ARE 17,000 AHMANSON TRIPS ON THE SEGMENT OF LAS VIRGENES BETWEEN MUREAU AND THE FREEWAY AND 700 CONTINUE SOUTH ON LAS VIRGENES AND 600 GO EAST ON THE VENTURA FREEWAY, THERE SHOULD BE 15,700 HEADING WEST ON THE VENTURA FREEWAY. HOWEVER, TABLE H SHOWS ONLY 8,200 DOING SO. WHAT HAPPENED TO THE OTHER 7,500 TRIPS?

13 - AGOURA ROAD BETWEEN LOST HILLS AND LIBERTY CANYON WILL BE REOPENED, POSSIBLY IN THE NEAR FUTURE. IT WILL PROVIDE "Z" AND OTHER TRAFFIC USING THE LOST HILLS INTERCHANGE AND BRIDGE, ESPECIALLY WESTBOUND TRAFFIC - WHICH SEEMS CONSIDERABLE AT THAT LOCATION - WITH AN ALTERNATIVE MEANS OF GETTING ON AND OFF THE FREEWAY DURING PEAK HOURS. IS THERE A WAY OF DETERMINING HOW THE OPENING OF AGOURA ROAD WOULD AFFECT AND AT LEAST PARTIALLY MITIGATE PEAK HOUR CONGESTION AT THE LOST HILLS BRIDGE.

14 - CIRCULATION IN THE LAS VIRGENES VALLEY AND ITS INTERCHANGES IS MORE COMPLEX THAN OTHER AREAS OF THE CITY BECAUSE OF THE VARIABLE CREATED BY "Z" TRAFFIC, LANDFILL TRAFFIC, BEACH TRAFFIC, AND THE BUILD OUT OF THE LARGE AMOUNT OF ALREADY APPROVED COMMERCIAL. TRAFFIC WILL FLUCTUATE BETWEEN THE TWO INTERCHANGES DEPENDING ON THE STATE OF IMPROVEMENT OF EACH AND THE LEVEL OF CONGESTION AT EACH. AHMANSON RANCH, SOKA, AND CALABASAS PROMENADE INTRODUCE ADDITIONAL TRAFFIC VARIABLES, AS DOES THE POTENTIAL INABILITY OF THE CITY TO FUND SUFFICIENT IMPROVEMENTS TO THE LAS VIRGENES AND LOST HILLS INTERCHANGES TO KEEP THEM FLOWING SMOOTHLY.

15 - DO THE FREEWAY SEGMENT PROJECTIONS IN TABLE J TAKE FULL ACCOUNT OF THE IMPACT OF CONTINUED BUILDOUT OF THOUSAND OAKS AND OTHER VENTURA COUNTY COMMUNITIES, WHERE MOST OF THE FREEWAY TRAFFIC ORIGINATES?

16 - TABLE J ASSUMES THE FREEWAY WILL BE WIDENED TO TEN LANES (FIVE EACH WAY) BEFORE COMMITTED PROJECTS AND PLAN BUILDOUT COME ON LINE. HOW IS THAT MITIGATION TO BE FUNDED?

CALABASAS GENERAL PLAN - SCHOOL IMPACTS - CITY OF CALABASAS

LAND USE	NO. OF UNITS	(%)	ELEMENTARY	MIDDLE SCHOOL	HIGH SCH
SINGLE FAMILY					
EXISTING	5,270	(74.3%)	3,215	1,159	949
APPROVED	1,423	(17.2%)	745	269	220
PLAN BUILDOUT	600	(8.5%)	366	132	108
TOTAL	7,091		4,326	1,560	1,277
MULTI FAMILY					
EXISTING	2,587	(83.3%)	647	103	259
APPROVED	151	(4.9%)	38	6	15
PLAN BUILDOUT	368	(11.8%)	92	15	37
TOTAL	3,106		777	124	311
OTAL					
EXISTING	7,857	(77.0%)	3,862	1,262	1,208
APPROVED	1,372	(13.5%)	783	275	235
PLAN BUILDOUT	968	(9.5%)	458	147	145
TOTAL	10,197		5,103	1,684	1,588

TOTAL SCHOOLCHILDREN	CITY	STUDY AREA
EXISTING	6,332 (75.6%)	6,854 (66.2%)
APPROVED	1,293 (15.4%)	1,416 (13.7%)
PLAN BUILDOUT	750 (9.0%)	2,074 (20.1%)
TOTAL	8,375	10,344

SCHOOL CAPACITY	CURRENT	CAPACITY	PLAN BUILDOUT	PLAN EXCESS
ELEMENTARY (4)	2,366	2,548	6,295	+3,747
MIDDLE SCHOOL (1)	1,469	1,385	2,107	+722
HIGH SCHOOL (2)	1,376	1,812	1,945	+133

CALABASAS GENERAL PLAN REVISED DRAFT EIR - TABLE G. COMMITTED PROJECT LIST

PROJECT	CRITIQUE/UPDATE
1. AHMANSON-KILROY	REFLECT COUNCIL ACTION ON 12/7
2. AHMANSON COMMERCIAL	WHAT DEVELOPMENT AGREEMENT?
3. LAS VIRGENES MWD	
4. BALDWIN I (COMMERCIAL)	
5. BALDWIN II (RESIDENTIAL	
6. PAZAR	
7. MICOR	LEGALLY DEAD. SHOULD BE REMOVED FROM THIS LIST
8. LOST HILLS MASTER PLAN	UNCLEAR. ALL BUT 34 OF THE RESIDENTIAL UNITS ARE BUILT AND "ON LINE" AND SHOULD BE CONSIDERED "EXISTING", NOT "COMMITTED". AT LEAST 20% OF THE COMMERCIAL IS ALSO BUILT AND "EXISTING", NOT "COMMITTED". THE DEVELOPMENT AGREEMENT EXPIRED, AS OF 12/31/94, SO WE SHOULD REDESIGNATE THE COMMERCIAL LOTS FOR PROJECTS SIZED TO GENERAL PLAN F.A.R. LIMITS.
9. CORVENT	THIS PROPERTY IS PART OF #8 (LOST HILLS MASTER PLAN). SINCE THIS IS AN "EXISTING" DEVELOPMENT, ITS IMPACTS SHOULD BE TAKEN OFF THE "COMMITTED" LIST AND SUBTRACTED FROM #8.
10. H&P PROPERTIES	
11. CHEESECAKE FACTORY	THIS PROPERTY WAS ALSO PART OF #8. SINCE IT IS NOW "EXISTING", IT, TOO SHOULD BE TAKEN OFF THE "COMMITTED" LIST AND ALSO SUBTRACTED FROM #8.

17 WILL THE ABOVE CORRECTIONS, UPDATES, AND REVISIONS SIGNIFICANTLY AFFECT "COMMITTED" TRAFFICAT LOST HILLS AND PARKWAY CALABASAS?

CALABASAS GENERAL PLAN BUILDOUT - TRIP GENERATION BY COMMUNITIES

COMMUNITY	EXISTING	EXISTING + APPROVED	PLAN BUILDOUT
ARATOGA HILLS AREA	[a]2,800 VTD	2,800 VTD	2,800 VTD
ALIBU CANYON AREA	[b]15,525 VTD	[c]15,735 VTD	15,735 VTD
AS VIRGENES VALLEY	26,163 VTD	48,492 VTD	52,465 VTD
ALABASAS PARK AREA	46,773 VTD	48,492 VTD	93,072 VTD
MULWOOD AREA	18,957 VTD	18,957 VTD	24,775 VTD

[a]DOES NOT INCLUDE LANDFILL TRAFFIC

[b]COUNTS ONLY 400 VTD FOR MOUNTAIN VIEW UNDER EXISTING AND APPROVED, WHILE THE 397 HOMES APPROVED (ABOUT 50% BUILT OUT AND OCCUPIED) IN THE MOUNTAIN VIEW COMMUNITY WILL GENERATE TEN TIMES THAT MANY

[c]MALIBU CANYON AREA FIGURES DO NOT INCLUDE AHMANSON RANCH, WHICH WILL GENERATE AT LEAST 17,000 DAILY TRIPS ON THOUSAND OAKS BOULEVARD AND LAS VIRGENES ROAD. MALIBU CANYON FIGURES ALSO DO NOT APPEAR TO INCLU THE REMAINING BUILDOUT OF THE AHMANSON COMMERCIAL DEVELOPMENT AT LAS VIRGENES AND MUREAU (POSSIBLE FAILURE TO ADD EXISTING & APPROVED

ROAD CAPACITY	LOS A	LOS B	LOS C	LOS D	LOS E
TWO LANE	7,500	8,800	10,000	11,300	12,500
FOUR LANE UNDIV.	18,000	21,000	23,000	27,000	30,000
MALIBU CANYON	15,500	18,900	20,800	22,300	24,700

ACCESS TO SARATOGA HILLS = ONE TWO-LANE BRIDGE (TO BE IMPROVED)

ACCESS TO MALIBU CANYON = ONE FOUR-LANE ROAD, ONE GATED TWO-LANE ROA

ACCESS TO LAS VIRGENES VALLEY = ONE FOUR-LANE ROAD, TWO TWO-LANE ROA

ACCESS TO CALABASAS PARK = ONE FOUR-LANE ROAD, THREE TWO-LANE ROADS

ACCESS TO MULWOOD = TWO TWO-LANE ROADS

SOURCE: "DAILY TRIP GENERATION BY ZONE", FOLLOWING TABLE M IN APPENDIX B OF THE REVISED DRAFT EIR.

CALABASAS GENERAL PLAN - "BOTTLENECKS" IN REVISED DRAFT EIR

OCATION	EXISTING DAILY TRAFFIC	EXISTING + COMMITTED PROJECTS	TRAFFIC AT BUILDOUT UNDER GENERAL PLAN	LOS AT BUILDOUT	LOS W, PLANNED IMPROVEM T
OST HILLS BRIDGE	9,800	14,700	17,700	F	C
AS VIRGENES MUREAU TO 101)	15,100	[a]17,800	[a]20,000 (37,000+)	A (F)	?
AS VIRGENES 101 TO AGOURA)	27,500	[a]40,100	[a]46,500[b](47,200)	F	E
AS VIRGENES LOST HILLS TO MUL.)	18,900	[a]24,900	[a]31,600 (32,300)	F	[d]F
ALIBU CANYON	20,700	[a]26,500	[a]31,200 (31,900)	F	[d]F
UREAU MT VIEW TO CALAB. RD)	6,200	[a]7,300	[a]12,500[c](12,700)	F	e
ALABASAS ROAD PK GRANADA TO MUL.)	16,500	[f]27,100	33,700	F	g

DOES NOT INCLUDE TRAFFIC GENERATED BY AHMANSON RANCH. ESTIMATED CUMULATIVE BUILDOUT TRAFFIC PLUS AHMANSON RANCH IS SHOWN IN PARENTHESES AFTER THIRD COLUMN. AHMANSON RANCH TRAFFIC ESTIMATES DO NOT CONSIDER ADDITIONAL "FLOW THROUGH" TRAFFIC FROM SAN FERNANDO VALLEY TO LOCATIONS WESTWARD ALONG THE FREEWAY OR SOUTHWARD IN MALIBU.

THERE IS NO EXPLANATION FOR THE SUDDEN DROP IN AHMANSON TRAFFIC FROM 17,000 IMMEDIATELY NORTH OF THE LAS VIRGENES INTERCHANGE TO 700 IMMEDIATELY SOUTH O IT. APPARENTLY THERE IS AN ASSUMPTION THAT 96% OF THE 17,000 VEHICLES THE STUDY EXPECTS TO USE THE SOUTHERLY EXIT FROM AHMANSON WILL GO WEST ON THE VENTURA FREEWAY RATHER THAN SOUTH ON LAS VIRGENES ROAD. AT AN EARLIER STAGE IN THE AHMANSON PROJECT, I WAS TOLD BY THEIR CHIEF PLANNER THAT THEY EXPECTE 6000 VEHICLES TO HEAD SOUTH ON LAS VIRGENES.

THE STUDY ESTIMATES AHMANSON RANCH WILL GENERATE 10,500 TRIPS ON THE SEGMENT OF MUREAU ROAD BETWEEN LAS VIRGENES AND MOUNTAIN VIEW, BUT ONLY 200 TRIPS ON MUREAU ROAD EAST OF MOUNTAIN VIEW. MUREAU IS THE ONLY ALTERNATIVE TO THE INCREASINGLY CONGESTED VENTURA FREEWAY EASTBOUND OVER THE CALABASAS GRADE. UNDER VARIOUS SCENARIOS IT COULD ATTRACT MUCH MORE AHMANSON AND FREEWAY BYPASS TRAFFIC.

THE GENERAL PLAN ENVISIONS NO WIDENING OF LAS VIRGENES SOUTH OF LOST HILLS.

THE GENERAL PLAN INCLUDES A STUDY OF THE FEASIBILITY OF A FOUR-LANE FLYOVER TO CONNECT MUREAU AND CALABASAS ROADS WEST OF THE MUREAU ROAD BRIDGE.

AHMANSON-KILROY TRAFFIC IS CALCULATED ON THE BASIS OF THE ORIGINAL COUNTY APPROVAL.

CALABASAS ROAD IS NOT TO BE WIDENED EBYOND TWO LANES AND A TURN LANE THROUGH OLD TOWN CALABASAS.

20.0 DAVE BROWN

DB-1

Table IV-29 identifies ***existing*** school enrollments as reported by the Las Virgenes Unified School District. Table IV-30 identifies ***theoretical*** school enrollments at buildout of the General Plan based on average student generation factors provided by the district. As noted in the comment, there is a wide difference between existing enrollments and theoretical student generation. This is possibly the result of students other than Calabasas residents attending District school within the City. In addition, this discrepancy is also possibly the result of normal demographic fluctuations in actual student enrollment opposed to the static long-term average generation factors.

DB-2

The difference results from the potential construction of new dwelling units and the application of average student generation rates to the projected number of dwelling units at General Plan buildout. It would appear from the two tables that the current average number of students per household attending public schools is less than the theoretical student generation.

DB-3

Comment noted. The Draft EIR provides an adequate analysis of project study generation impacts from buildout of the General Plan. The determination as to where student from particular development projects will be placed by the school district is the district's decision. There are no solid plans for the scenario identified in this comment, and further analysis would be speculative.

DB-4

Employees within a school district are permitted to register their students by place of employment, if there are adequate facilities available for such students. The number of such students who might wish to locate within the local school district can not be quantified at this time.

DB-5

As noted in Table H of the traffic appendix, traffic to and from he landfill has been counted as through traffic, and is thus analyzed in the EIR.

DB-6

Traffic increases from the Mountain View Estates project are identified under "committed projects" which projects that 190 new residential dwellings will be constructed.

DB-7

The 55 trips refers to those trips occurring over and above trips related to the adjacent residential area.

DB-8

The traffic analysis was based on the initial review and preliminary recommendation of the Planning Commission prior to the Malibu Terrace approval by Los Angeles County.

DB-9

The Micor site is split between these traffic zones.

DB-10

Mr. Brown is correct. The 17,000 figure is based on the Ahmanson Ranch traffic study contained in the EIR for that project.

DB-11

This assumption is based on the General Plan's prohibition against direct road connections to Ventura County along either Las Virgenes Road or Thousand Oaks Boulevard. The EIR analyzed the likely impacts that would result from this prohibition.

DB-12

Any differences between the total amount of Ahmanson Ranch traffic entering the Las Virgenes interchange and the traffic shown as going south on Las Virgenes Road or west on the Ventura Freeway toward Ventura County should have been shown as traveling east on the Ventura Freeway into the San Fernando Valley. Thus, the volume of Ahmanson traffic traveling east on the Ventura Freeway from Las Virgenes Road should be shown as 8,100 trips.

DB-13

The opening of Agoura Road between Lost Hills Road and Liberty Canyon Road was assumed in the traffic analysis.

DB-14

Comment noted.

DB-15

The freeway projections in Table J are based on continued growth of through traffic generated in Ventura County consistent with generally accepted growth factors.

DB-16

The General Plan and General Plan EIR do not identify a funding source for this freeway widening. It is important to note that the General Plan is a long-term planning document, and that roadway/highway funding is generally short-term (up to five years).

DB-17

The net effect of revisions based on these comments would not be significant.

The document

NEEDS STUDY OF COUNTY PARK LANDS (June 1991)

can be found on file at the City of Calabasas.

City of Calabasas
26135 Mureau Road
Calabasas, California 91302

The document

A PARKS AND RECREATION STRATEGIC PLAN FOR 2010

(May 1992)

can be found on file at the City of Calabasas.

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The map

CITY OF CALABASAS - STORM DRAIN MAP

can be found on file at the City of Calabasas.

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Calabasas, California 91302

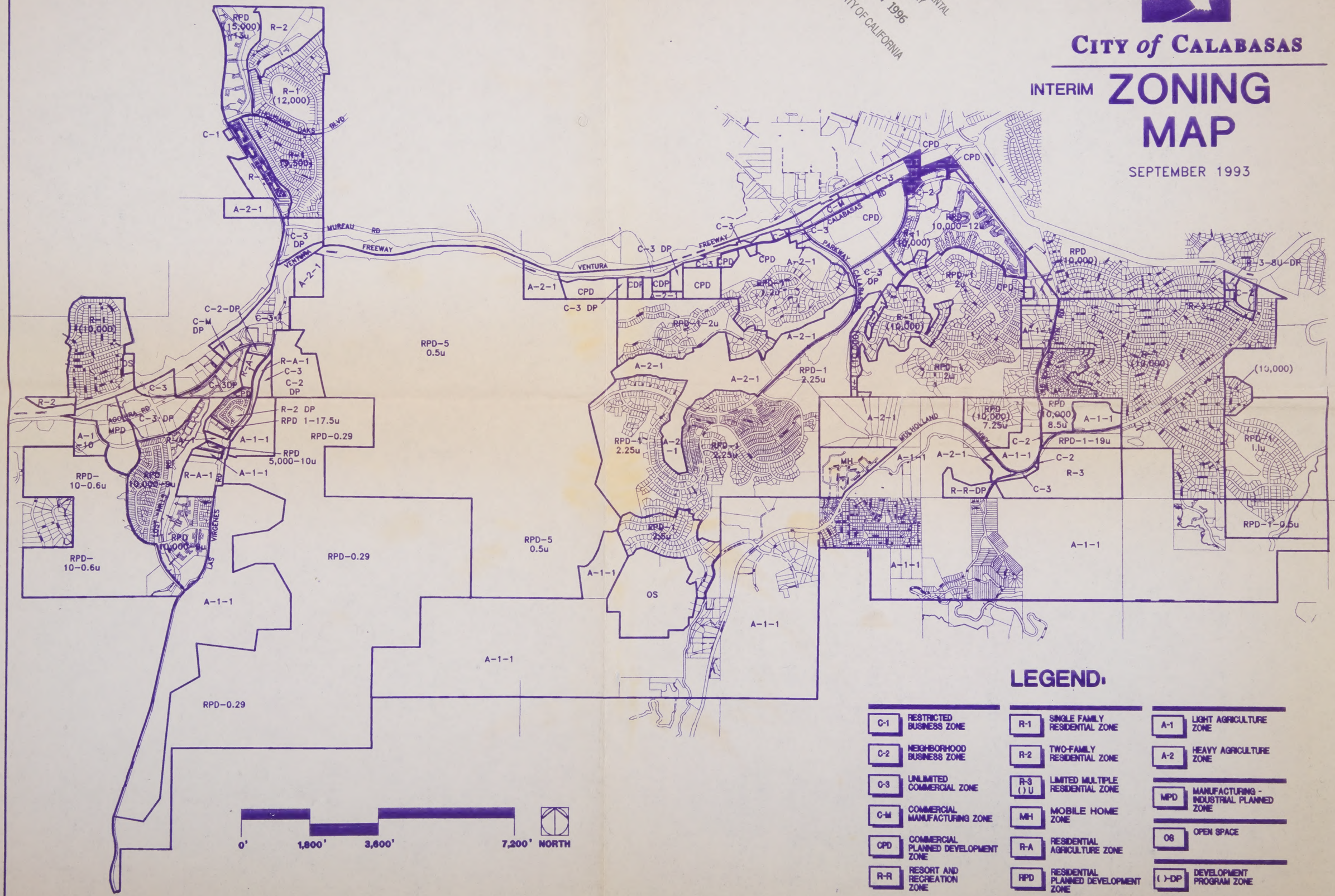
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INTERIM ZONING MAP

SEPTEMBER 1993



LEGEND:

C-1	RESTRICTED BUSINESS ZONE	R-1	SINGLE FAMILY RESIDENTIAL ZONE	A-1	LIGHT AGRICULTURE ZONE
C-2	NEIGHBORHOOD BUSINESS ZONE	R-2	TWO-FAMILY RESIDENTIAL ZONE	A-2	HEAVY AGRICULTURE ZONE
C-3	UNLIMITED COMMERCIAL ZONE	R-3 ( )U	LIMITED MULTIPLE RESIDENTIAL ZONE	MPD	MANUFACTURING - INDUSTRIAL PLANNED ZONE
C-M	COMMERCIAL MANUFACTURING ZONE	MH	MOBILE HOME ZONE	OS	OPEN SPACE
CPD	COMMERCIAL PLANNED DEVELOPMENT ZONE	R-A	RESIDENTIAL AGRICULTURE ZONE	( )-DP	DEVELOPMENT PROGRAM ZONE
R-R	RESORT AND RECREATION ZONE	RPD	RESIDENTIAL PLANNED DEVELOPMENT ZONE		OLD TOWN OVERLAY DISTRICT
		( )u	INDICATES MAXIMUM DWELLING UNITS PER NET ACRE		
			CITY LIMIT BOUNDARY		